THEIR SHIP ROSE FROM THE GRAVE TO TRIUMPH

The submarine "Thunderbolt," as announced by the Admiralty on January 3, 1941, sunk an Italian submarine which was proceeding under escort to a base in enemy-occupied territory—a very gallant exploit. She returned to port about a fortnight later. Some of her crew are here seen on deck with 1st Lieutenant J. Stevens in the centre. The "Thunderbolt" was launched as the "Thetis" in 1939, and all Britain was deeply stirred by her tragic sinking on her trial trip off Liverpool on June 1 of that year. After desperate efforts at rescue, 99 out of 103 men on board were lost. She lay beneath the sea for five months before being salvaged.

Photo, British Official : Crown Copyright

As Tobruk Falls, Mussolini's Empire Crumbles

When in June 1940 Mussolini declared war on the Allies he did so in the hope of a speedy victory and one, moreover, secured at little cost. Even before 1940 had passed into 1941, however, the Italians, so far from having extended their empire, were everywhere on the defensive. In North Africa they had suffered a series of crushing defeats, and in East Africa they were confronted by a large-scale revolt.

At Tobruk the war was temporarily halted, as in the middle of January a terrific sandstorm burst like a hurricane above the beleaguered town. Besieged and besiegers alike sought what shelter they could find from the biting, blinding winds. Not a 'plane could take the air, not a ship could approach the stormbound coast.

When the hurricane had passed, that other storm beat anew at Tobruk's forts and harbour. Night and day the Italians were shelled by the British guns, and every day, too, the R.A.F. bombed it mercilessly. With sure step the British forces were brought across the 75 miles of desert which separate Bardia from Tobruk; the tanks were regimented, and the guns brought into position. At the aerodromes recently captured from the Italians the R.A.F. made ready for the final onslaught.

Wearing an Italian officer's cap and carrying the spoils of victory, this R.A.F. pilot is seen with a fine collection of "souvenirs" left by the enemy in the Western Desert.
Photo, British Official: Crown Copyright

Early on January 21 the onslaught began, and before noon Imperial troops—British and Australians, supported by tanks and artillery—backed by the Royal Navy and the R.A.F., had penetrated both the outer and inner defences of the place to a depth of over five miles on a broad front. On the next morning there came the news that Tobruk had fallen.

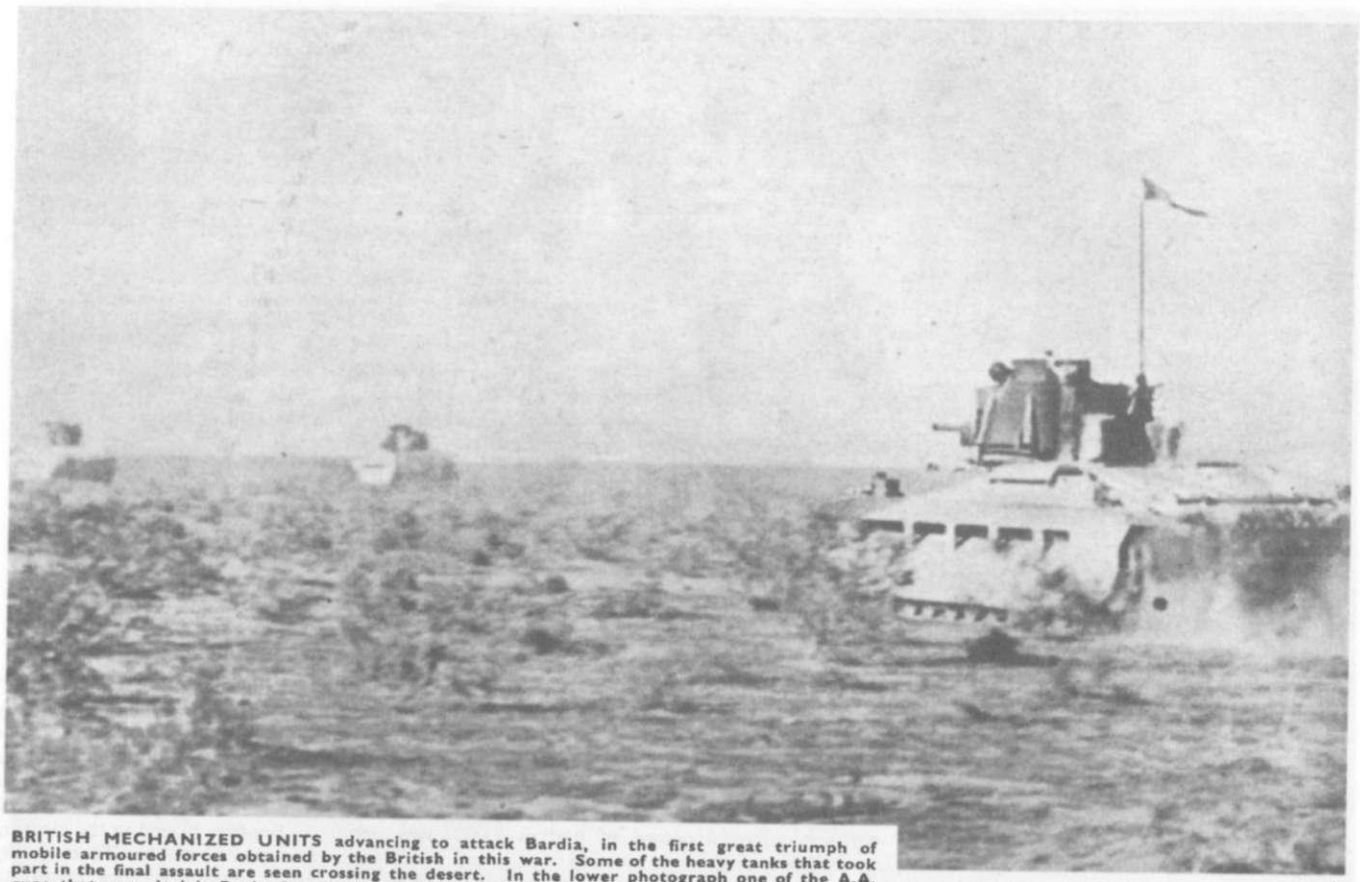
While they awaited zero hour within and without Tobruk, events were moving fast in the other sectors of the vast front under General Wavell's charge. First there came the news of activity in the Sudan. "Our troops have reoccupied Kassala. By intensive patrols over a period of weeks our troops, at low cost to themselves, have inflicted daily casualties on the enemy, who have now been forced to evacuate strongly defended positions in and around Kassala," it was announced in Cairo on January 18; "Italian troops all along this front are retreating, pursued and harassed by our mobile detachments. Active patrolling continues in the Metemma region of Gallabat."

Kassala was captured by the Italians on July 4—the same day on which they took Gallabat, which was recaptured by the British on November 6. Kassala is a much more important place than Gallabat, however, since it is connected by railway with Port Sudan on the Red Sea and with Khartoum. When it was taken by the Italians its loss was recognized as serious, since in view of the overwhelming numerical superiority of the Italians it was considered quite possible, indeed very likely, that it was the prelude to a determined attack on the Sudan. The attack never materialized, however; and now, so far from the Sudan being invaded from Eritrea, it was Eritrea's turn to be invaded from the Sudan. Following Kassala's capture it was reported that British troops had penetrated some twenty miles into Italian territory (see map, page 91).

Next the curtain was lifted on operations which have been proceeding in Abyssinia for months past. Some weeks after Italy's entry into the war a British mission, under a Colonel well-versed in African ways and a master of the Amharic tongue, travelling on foot with mule transport, crossed the Sudanese frontier by night and began a trek through the desert and semi-jungle of Western Abyssinia to Jojjam, in the uplands, nearly 400 miles away. Very soon the Italians got wind of their approach and started to comb the country for them. The British officers and N.C.O.s, however, made contact with a band of Ethiopian rebels, led by one of Haile Selassie's loyal lieutenants, and succeeded in establishing their headquarters in an area of wild peaks and rolling parkland. The Italians continued their search for them, and frequently bombed their neighbourhood without knowing it. The work of the mission was unaffected, however, and from time to time officers were detached on special undertakings. Thousands of men in all parts of Abyssinia were rallied anew to the Emperor and the guerilla warfare (see page 91) which had been going on ever since Haile Selassie's

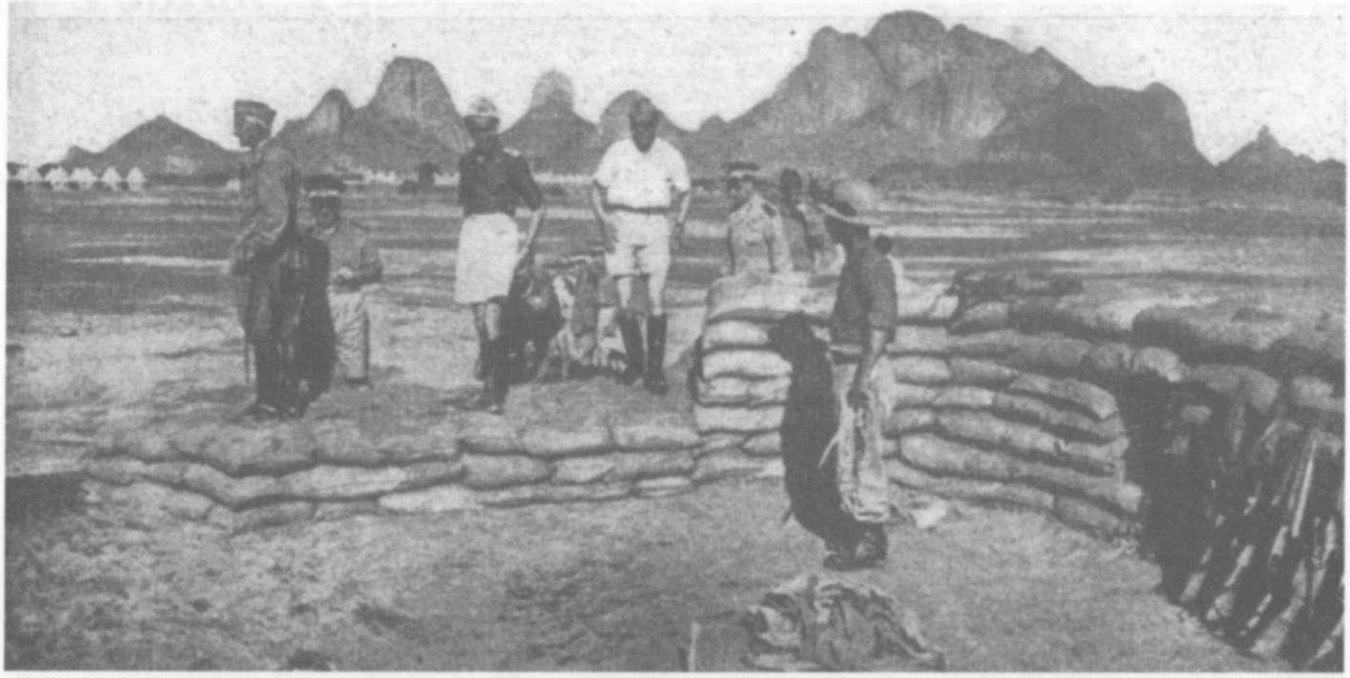
Water is of paramount importance to troops in desert regions, and during the British advance in Cyrenaica the Italians were forced to abandon many precious water points. British water-carts (centre, right) are filling at a water point wrested from the enemy at Fort Capuzzo. Above, water sealed in tins is being loaded on to a lorry. *Photos, British Official: Crown Copyright*

Wavell's Mechanized Army Closing in on Bardia



BRITISH MECHANIZED UNITS advancing to attack Bardia, in the first great triumph of mobile armoured forces obtained by the British in this war. Some of the heavy tanks that took part in the final assault are seen crossing the desert. In the lower photograph one of the A.A. guns that gave Italy's Regia Aeronautica a bad time at Bardia is being towed into position. Bardia fell on Jan. 4; Tobruk followed on Jan. 22. *Photos, British Official: Crown Copyright*

Into Kassala and Beyond Pressed the British



KASSALA lies in the Sudan, 18 miles from the frontier with Eritrea. Above is one of the positions that the Italians fortified after it had fallen into their hands. No effort was spared to make Kassala a veritable stronghold, for the Italians were aware of its strategical importance in any attempt they might make to invade the Sudan, as well as in the defence of their own colony of Eritrea.

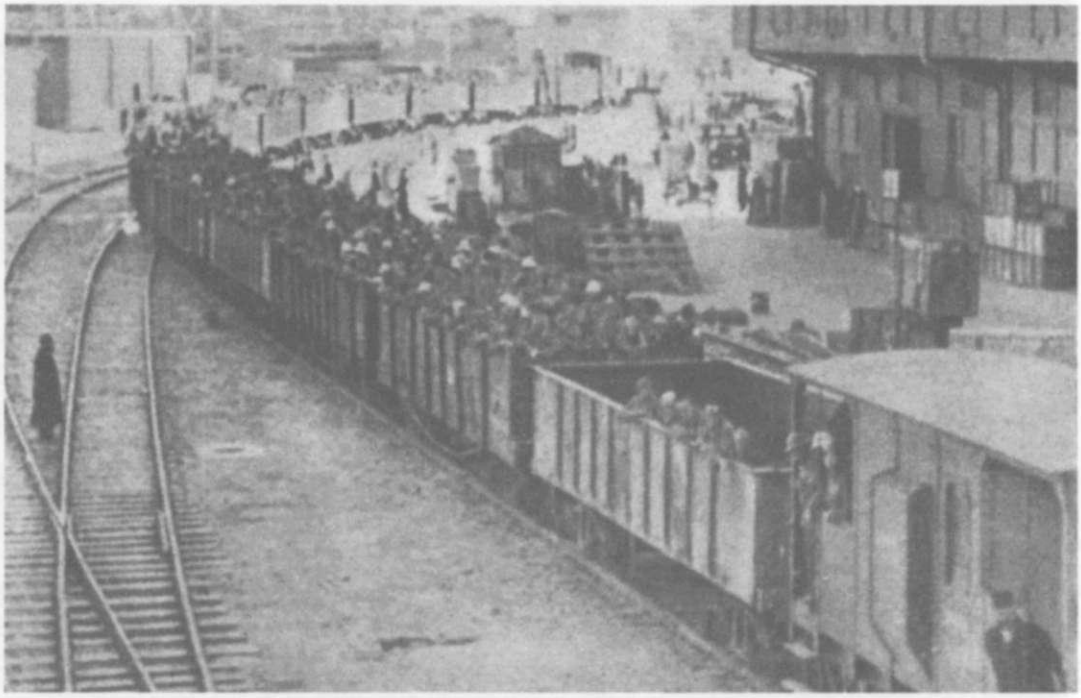
departure from the country in 1936 was greatly intensified. Everywhere the Italians were harassed by the rebel bands, recruited largely from deserters and armed with the weapons which the Italians had taught them to use and which they had been able to bring away with them.

Today the British officers and N.C.O.s composing the mission are living in the heart of Abyssinia, in a part of Mussolini's empire where Abyssinian courts sit and Abyssinian law runs. There, towards the middle of January, they were visited by a British Staff Officer who flew from the Sudan to a secret landing ground, hundreds of miles inside Abyssinia, where he conferred with the military mission.

It was a flight which ought to be remembered—one in which the Staff Officer, the R.A.F. Flight Lieutenant and the sergeant observer took their lives in their hands. None of them had more than the vaguest notion of the exact position of the mission's headquarters, and they had to seek it in a country of great mountains and deep gorges, clothed with impenetrable forests. A message reaching them from Abyssinian Patriots told them to watch out for signals which would guide them to the landing-ground.

"We could not see the signal for which we were searching," said the officer on his return to Khartoum. "The pilot took the 'plane up and down gorge after gorge, but nothing was to be seen. We thought we should be forced to turn back when, just as dusk was falling, the observer sighted the signal. We made towards it, and as we approached saw a crowd of natives 2,000 feet below us, grouped around an agreed letter signal marked in stones across a tiny patch of ground." The little biplane—specially selected because it could land and take off in a short space of ground—made a rather shaky descent, and the adventurous trio were given a tremendous reception by the British colonel and the Ethiopian chiefs and advisers surrounding him. After delivering his dispatches and receiving news of the revolt—"the Patriots, I learned," said the officer, "are following up every British bombing raid by attacks on Italian camps, and these are gradually driving the Fascists farther and farther east towards Addis Ababa, the capital"—a great feast was prepared. Bonfires blazed in the clearing and sheep were roasted whole. Then one by one the chieftains announced their loyalty to Haile Selassie and his British allies.

The next morning the plane took off on its return journey; or, rather, tried to do so, for it was found that the clearing was too short. So the Abyssinian chief summoned his tribesmen; quickly the jungle was cut down so that the 'plane cleared the trees and winged its way back to Khartoum.



ITALIAN PRISONERS taken during the operations in Libya have been brought to Egypt by tens of thousands. The latest figure given for the number captured up to January 20, 1941, was over 80,000. By lorry, by sea and on foot, they were taken to the railhead at Mersa Matruh, and here some of them have been placed in trucks that are going back to Alexandria to load up with fresh supplies for the troops. *Photos, E.N.A., British Newsreel Association*

Crashed in the Regia Aeronautica's Graveyard

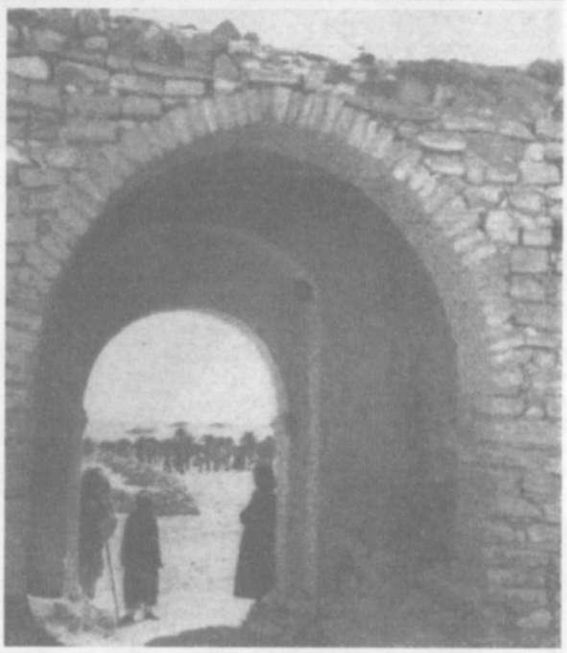
THIS FIAT C.R.42 BIPLANE crashed in the Western Desert while attempting a landing with one of its wheels shot away. It is but one of the vast numbers of Italian aircraft which now litter the battlefield of Libya, where the Regia Aeronautica has been hopelessly outclassed by the R.A.F. By January 14, 1941, the Italians had lost over 600 aircraft in Africa since they entered the war, the R.A.F. losses in the same theatre amounting to 80.

Photo, British Official: Crown Copyright

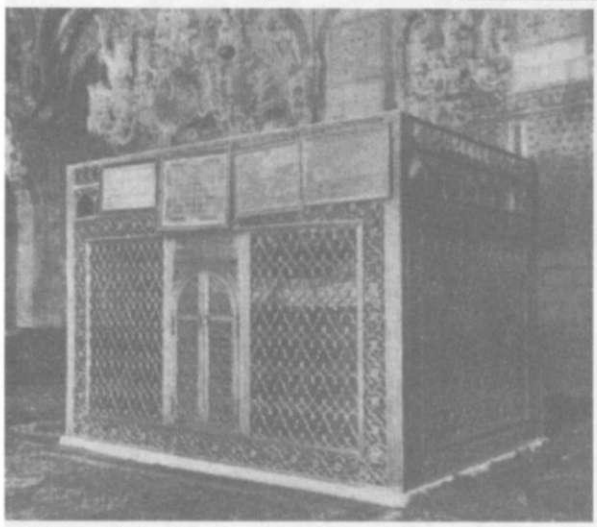
At Jarabub an Italian Army Is In Peril

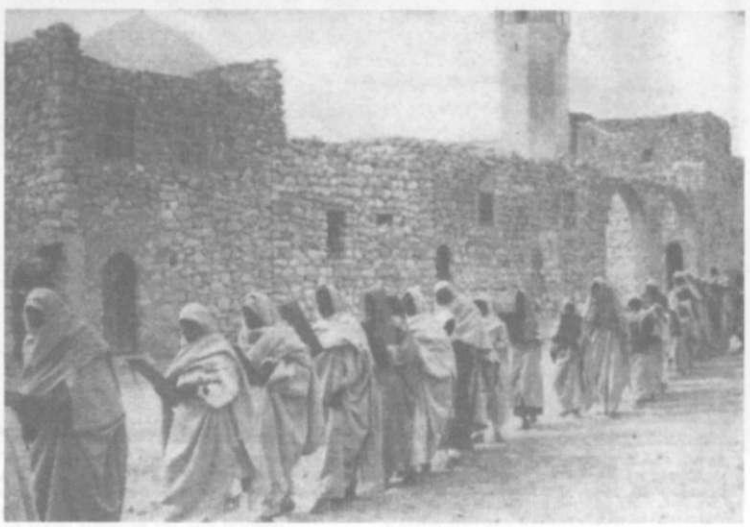
The walled oasis of Jarabub has been the headquarters of the Senussites since 1855, when Mahommed Ben Ali, Sheik es Senussi, founder of the Senussi sect of Mahomedans, moved there from Mecca.

THE operations of the Army of the Nile in Libya now extend far out into the desert. It was reported in Cairo in the middle of January 1941 that an Italian army, estimated to number between 20,000 and 30,000 men, was at Jarabub, in danger of being surrounded, and that British troops had cut its lines of communication with Tobruk and Derna. The R.A.F. had, moreover, successfully bombed Italian convoys making for Jarabub. The force was concentrated at this point by Graziani to make a drive through the Siwa Oasis towards the Nile Valley.



JARABUB has seven gates, and above is one of them, primitive and picturesque like the people who live in this strange desert settlement. The map shows its position in the Libyan desert; it lies about 150 miles south of Bardia and 50 miles north-west of Siwa, and nothing but desert tracks connect it with the outside world.





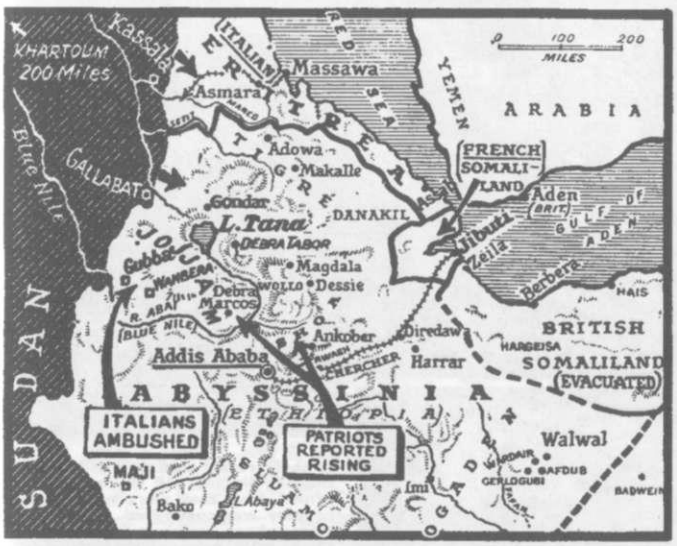
Mahommed the Senussi, who died about 1859, is buried in the ornate tomb above. The Mahomedan School, which he founded at Jarabub, is one of the most famous in all Islam; right, students are marching through the streets on their way to the school chanting verses of the Koran.

Photos, Wide World. Map by courtesy of the "Daily Telegraph"

Abyssinia on the Verge of Revolt

Long simmering, the Abyssinian cauldron shows every sign of boiling over. The Italians in East Africa are on the defensive, striving desperately to maintain their hold over a country whose people are now within hail of their former Emperor and are receiving arms and armed support from Britain.

NIGHT after night the royal war drums of Haile Selassie are being sounded on the hilltops of Western Abyssinia and along the frontier of the Sudan. They tell the native princes and peoples that their Emperor, who was forced to leave them five years ago, is now once again near at hand, ready and eager to lead them in revolt against the hated invader.



ABYSSINIA is likely soon to be the scene of a rising by the Ethiopians against their conquerors of 1936. Rebellion against the Italians is rapidly mounting in the province of Jojjam, where Ras Mongasha has raised the standard of his Emperor, Haile Selassie.
By courtesy of the "Daily Telegraph"

Since last July Haile Selassie has been at Khartoum, capital of the Anglo-Egyptian Sudan. Shortly after his arrival there he opened up communication with many of his supporters in his former empire, and frequent visits have been paid to him by the chiefs of the neighbouring province of Jojjam—and, indeed, of very many other districts in the heart of the country; some 500 chieftains, in fact, are reported to have made perilous journeys through the Italian lines to welcome their Emperor back to Africa.

Although the war against the Italians in Abyssinia has never ceased, it has blazed up more fiercely than ever since Italy's entry into the war against Britain and Haile Selassie's return to the borders of his former realm. With the spreading of the news of Italy's defeat in North Africa, opposition to the Italians in Abyssinia became more open, and by early in the New Year a guerilla warfare has developed in the mountains. On the one hand are the numerous and well-equipped troops of the Italian army of occupation under the command of the Duke of Aosta, the Viceroy; on the other are large groups of discontented tribesmen, numbering many thousands, under the immediate command of their native chiefs but linked in a confederation which has its directing intelligence and inspiration in Haile Selassie, living under British protection in Khartoum.

Bands of rebels known as "shiftas," and bodies of Amharas, deserters from the Italian army in Abyssinia, have made frequent and ever-increasing attacks on the Italians—not frontal attacks, but ambushes and surprise raids which have succeeded in terrifying the Italians over large areas. At first the guerilla bands had to rely for their arms and ammunition on what they could capture from the enemy, but in due course further supplies were forthcoming from British sources in the Sudan and Kenya.

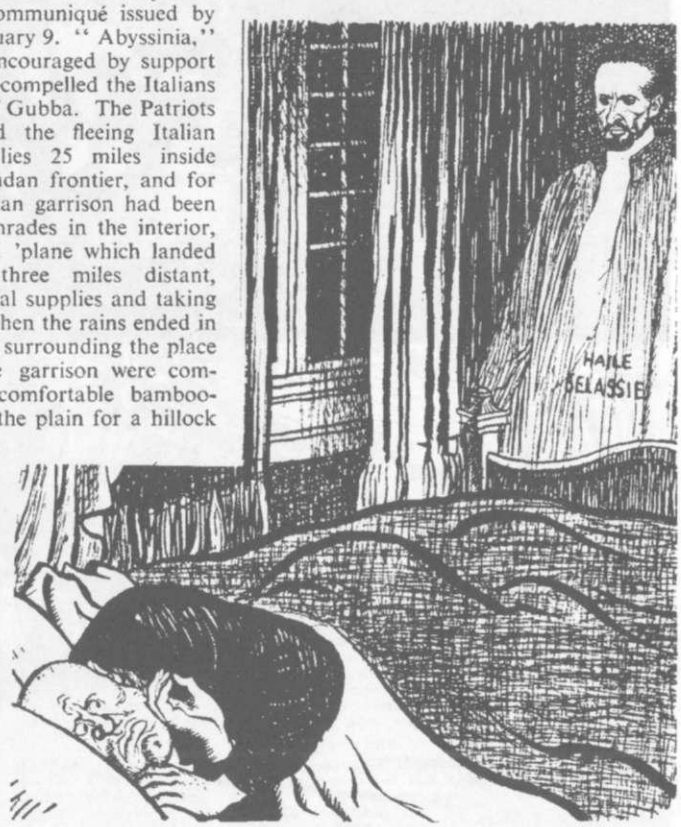
Assistance in other ways has been rendered by the R.A.F., which sometimes flies over Abyssinia, bombing Italian troops and outposts, and sometimes makes leaflet raids, dropping hundreds of thousands of propaganda leaflets, printed in Amharic, telling the natives the fate of Sidi Barrani and Bardia and inviting them to rally anew to the flag of their former Emperor. Many of these leaflets were distributed by rebel agents; there was one old fellow in particular who was not content with sticking them on tree trunks, but even pushed them under the doors in the Italian officers' quarters!

The first positive sign of revolt in Abyssinia was contained in a communiqué issued by G.H.Q., Cairo, on January 9. "Abyssinia," it read: "Patriots, encouraged by support from the R.A.F., have compelled the Italians to evacuate the post of Gubba. The Patriots are now closing round the fleeing Italian garrison." Gubba lies 25 miles inside Abyssinia from the Sudan frontier, and for many months the Italian garrison had been cut off from their comrades in the interior, save for an occasional 'plane which landed at the aerodrome, three miles distant, bringing with it essential supplies and taking away the wounded. When the rains ended in September the Patriots surrounding the place closed in, so that the garrison were compelled to leave their comfortable bamboo-stockaded quarters in the plain for a hillock on the slopes of Jebel Gubba, the 6,000-ft.-high mountain on which the Commandant's house was placed. There, sheltered only by the huge rocks from the burning sun, they passed their days, while at night the velvety blackness of the sky was split by the fires of the tribesmen who seemed to be drawing ever nearer. At dusk and dawn the Italians ventured down into the plain to fetch water and stores; they dared not leave their retreat at night for fear of ambush, or in full daylight because of the prowling 'planes of the R.A.F.

A characteristic Ethiopian type, this Abyssinian warrior now in Kenya is waiting his opportunity, along with many of his countrymen, to fight the Italians.
Photo, Movietone News

"Most of the men," wrote the Special Correspondent of the "Daily Telegraph" on the Sudan-Abyssinian border, "were by that time covered in sores as a result of having insufficient food. They had not even medical aid. The doctor had gone mad, and merely sat on the ground gibbering when asked advice. The chief occupation of the garrison's 25 Italian officers and N.C.O.s was shamming sick so that they might have a chance to get away in a 'plane which would come to take away those wounded by Patriots."

Some of the men who got away, but not all of them, succeeded in getting through the circle of the besiegers, now reinforced by



THE GHOST WALKS
From the cartoon by Illingworth, by courtesy of the "Daily Mail"

The Emperor's War Drums Sound the Call to Arms

Sudanese patrols in addition to the R.A.F., and in reaching the next Italian outpost. At last the Italian commander gave the order to evacuate, and one night the Italians moved out, hoping to make their escape in the darkness. But the rebels were ready for them, lying in ambush on the track which they had to follow through the jungle. Halfway to Wanbera, 40 miles to the south-east, the Abyssinians closed in on the rearguard and inflicted a number of casualties; the rest succeeded in reaching Wanbera.

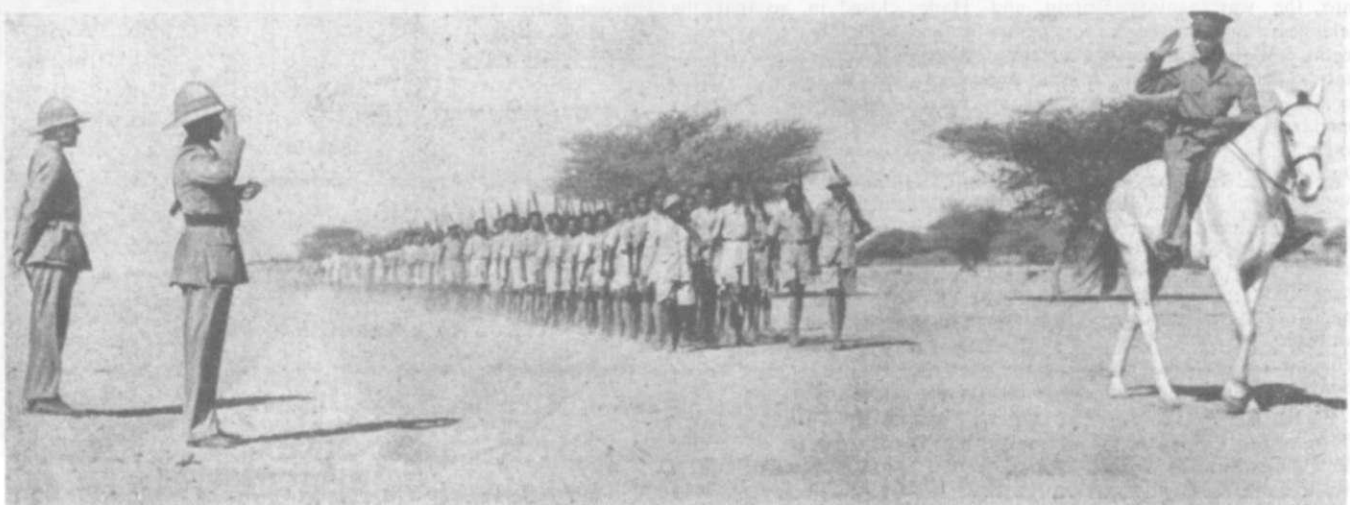
So serious did the situation become in Jojjam that the Duke of Aosta himself paid a visit to the Fascist troops in the province so as to learn for himself the actual state of affairs and also to stiffen their morale, weakened as it had been by the ambushes, the surprise raids, and the unending guerilla war. At the same time, General Nasi, who commanded the Italian troops in their successful campaign against the British in Somaliland, was sent from Addis Ababa with strong reinforcements, including two battalions of Savoy Grenadiers with orders to put down the revolt in Jojjam with a stern hand. But the revolt in Jojjam continued, showing every sign of spreading until the whole of Abyssinia becomes aflame.

In their revolt against the Italians the Abyssinians will be far better armed than they were when their country was conquered. The warriors, above, within a few miles of the frontier, have quickly learned to handle their new weapons—trench mortars.

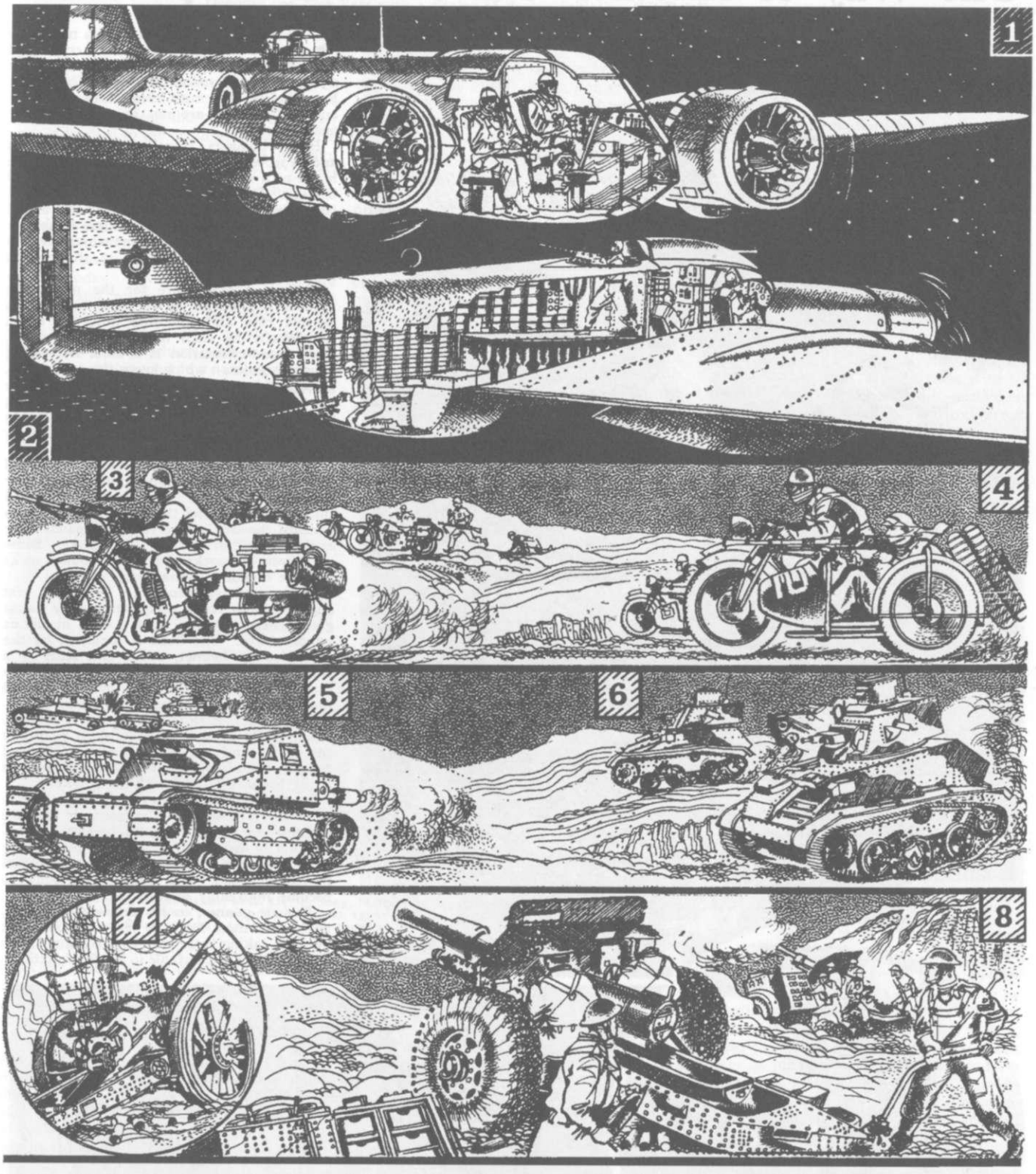
Abyssinians in revolt against the Italians have crossed over the frontier into Kenya to be trained by South African officers. Left, some of them are on the parade ground, and though they could not be called smart, their keenness makes them formidable fighters, while they add to recently acquired military knowledge their own proficiency in guerilla warfare.

Other subjects of Haile Selassie have crossed over into the Sudan and have been armed by the British. Below is a march past of Abyssinian troops before the Emperor, who is taking the salute. He has his headquarters at Khartoum. The Crown Prince of Ethiopia heads the detachment.

Photos, British Official: Crown Copyright; and Movietone News



What They Fight With In the Western Desert



In a struggle such as the present Anglo-Italian war it is always interesting to compare the equipment of the opposing forces. Most of the war material now used in Libya by the Italians seems little different from that used in the Spanish Civil War, and cannot compete with the high-quality equipment which the Army of the Nile is putting to such good use.

AIRCRAFT

(1) The British Blenheim bomber is being used both in Greece and Libya. It has a speed of about 300 m.p.h. and can function as a fighter if so required.
(2) Italian Savoia-Marchetti S.M.-79. Although not of the latest design Italy has built a great number of these planes. They are strong and carry a maximum bomb load of 2,755 lb. at about 250 m.p.h., 2 guns above the fuselage and one beneath are Breda (SAFAT) 12·7-mm.

MOTOR-CYCLE TROOPS

(3) Italian Bersaglieri saw service in Spain in large numbers. The standard Breda machine-gun is mounted in the cycle besides grenades in panniers and full equipment for the soldier.
(4) We have developed the light sidecar combination with Bren gun mounted.

TANKS

(5) The Fiat Tankettes with half-inch armour and twin machine-guns have proved no match for our mechanized cavalry. The high speed does not compensate for the lack of a revolving turret. Light-tracked supply vehicles are sometimes pulled behind.
(6) British cavalry tanks with revolving turrets have proved fast, manoeuvrable and powerful. They also wear well over rough country.

ARTILLERY

(7) This 150-mm. Italian gun is typical—rather old-fashioned but sturdy.
(8) The 25-pounder Gun-How. is typical of the high-quality material now being used against the Italians. It has long range and by varying the charge can be used as a howitzer. It combines the job once done by several guns.

Specially drawn for THE WAR ILLUSTRATED *by Haworth*

One Way or Another Our Airmen Keep Warm

LEATHER HELMET OVER BALACLAVA
TELEPHONE MOUTHPIECE ENCASED IN PADDED LEATHER
COAT AND TROUSERS LINED WITH LAMB'S WOOL
LEATHER GAUNTLETS OVER SILK GLOVES
LEATHER BOOTS OVER WOOLLEN AND SILK SOCKS

SUMMER or winter—the season makes no matter—R.A.F. crews are accustomed to fly at temperatures which may fall to 25 degrees and more below freezing point. Nevertheless, they must keep warm. Numbed and chilly crews are not in a fit state for operations.

Heavy bombers, travelling great distances and expected to stay aloft for eight and nine hours at a stretch, are equipped with central heating. The hot gases from the exhausts are conducted in pipes around the interior of the aircraft before making their final escape—a simple automatic arrangement which ensures some warmth for the crew in the coldest weather.

Medium bombers are for the most part without this device as yet. and precautions against cold and frost-bite must be taken individually by each member of the crew. Good blood-circulation is a chief necessity ; so is cleanliness which keeps the pores open. Then clothing but this is a matter which each man can decide for himself. Airmen look bulky in their flying clothes, but, as far as possible, bulkiness which tends to hamper movements is avoided.

Layers of silk, wool, and leather are found to be the best protection against cold. For instance, silk gloves (three thicknesses round the hand, five round the wrist) may be worn beneath the woollen gloves, both pairs being enclosed within leather gauntlets. Some pilots wear silk socks under their woollen socks and the ordinary leather boots on top.

Clean undergarments are vital a vest slightly damp from perspiration may cause great discomfort and start a chill at minus temperatures. The head is protected by the usual leather helmet, and a silk scarf or a Balaclava may be worn underneath. The face is adequately covered by the oxygen mask and by the mouthpiece of the telephone, which is encased in padded leather. Scarves, either of silk or wool (usually wool), go round the neck, and the outer flying coats and trousers are, of course, of leather and, like the flying boots, are lined with lamb's wool.

In the air, oxygen is an unfailing antidote to cold. It is not strictly reserved, as some imagine, for flying at great heights ; sometimes it is turned on soon after the take-off – not at full strength, however, an unnecessary waste and causes the body to become noticeably warmer.

The air gunner, in his semi-open cockpit, is the one most liable to feel the cold ; but even he, taking these various precautions, can remain fairly comfortable in Arctic conditions.

Protection from cold is of vital importance to airmen. The photographs above, examined in conjunction with the article in this page, show how this is achieved. *Photos, Fox and Topical*

Flying suits for airmen, which are made of shaped skins, are manufactured in enormous quantities. This airman is seen trying on a completed suit in a fitting-room.

The Air Frontier May Soon Be Over Germany

Opening the New Year with a display of daring initiative, the R.A.F. began a daylight offensive on the German-occupied territory of Northern Europe. By so doing it revealed that Britain cannot be far short of air parity with the Nazi Reich.

EVERY day since the war began the Air Ministry in London has issued its communiqué—on many days more than one—describing the progress of the air war, of its duel to the death with the German Luftwaffe. Of all these hundreds of communiqués, none, perhaps, has been of greater interest or importance than that which was issued on January 10, 1941.

"A strong force of fighters," it stated, "accompanied R.A.F. bombers on an extensive sweep over the Pas de Calais at midday today. Several enemy aircraft were bombed and machine-gunned, and attacks were also made from a low level on the military installations and patrol vessels. Only a few enemy fighters were encountered. Three were shot down and a number damaged on the ground. None of our aircraft is missing from these operations," went on the bulletin, "but one fighter crashed on returning, the pilot being injured."

Reading between the lines of this statement it is clear that Britain is now approaching air parity with Germany; indeed, we are so near to it that the R.A.F. can run the risk of incurring what may be heavy losses. For daylight raids are apt to be expensive, as we discovered in the early weeks of the war when we sent out bombers unescorted across the North Sea to raid Heligoland and Kiel, and as the Germans learnt more forcibly when last autumn they sent over waves of bombers against London and South-east England. In these ventures they lost hundreds of machines, and even when strong forces of fighters were sent to accompany the bombers the losses were still large—so large, indeed, that the mass raids in daylight were given up in favour of nocturnal bombing, with results which, however destructive to life and property, are generally altogether devoid of military value, as the bombing must necessarily be very largely haphazard.

But the R.A.F.'s raid on Northern France on January 10 was carried out without losses, so carefully prepared had it been down to the last detail—and it is no easy matter to organize a raid of this description in which a host of 'planes are employed. It seems that the Germans were taken completely by surprise, or they would have seen to it that an opposing force of at least equal numbers was ready to take the air. As it was the British formation swept across the ports and aerodromes with virtual impunity. A railway station was set on fire, and fires were started in the woods near Calais. On the return flight a section of the fighter escort carried out a low-level machine-gun attack on gun posts and enemy troops in the neighbourhood of Wissant. A number of Henschel army co-operation aircraft seen on the ground in a corner of Guines la Plage aerodrome were also heavily machine-gunned by the Polish pilot of a Hurricane who flew across the aerodrome at ground level to deliver his attack; as he climbed away he shot down a Messerschmitt 109, one of two which he sighted just below him. Another Hurricane on the return journey sighted four enemy patrol boats off the French coast, came down low and sprayed the ships with machine-gun bullets; after which he went to the assistance of a Spitfire which was being attacked by a Messerschmitt 109, and sent the Nazi smoking into the sea.

Offensive by Day and by Night

This daring daylight raid was repeated on the following days, and again with remarkable success. For months the R.A.F. had been obliged to confine its offensive to the night hours, ranging hundreds of miles over Germany and German-occupied Europe. Now it was displaying its offensive spirit by daylight—proof positive of its growing power, its increasing confidence. Just as the R.F.C. secured the supremacy of the air over the battlefields of France and Belgium in the Great War, so now the R.A.F. has embarked upon the same great venture. And we may be sure that it will be just as successful. Losses there will be, for whereas now most of our pilots who are shot down bale out in safety and arrive back at their aerodromes only an hour or two late for lunch, if they experience the same hard luck over German territory, they will come down to earth in a prisoners-of-war camp. But this is inevitable if the victory is to be won.

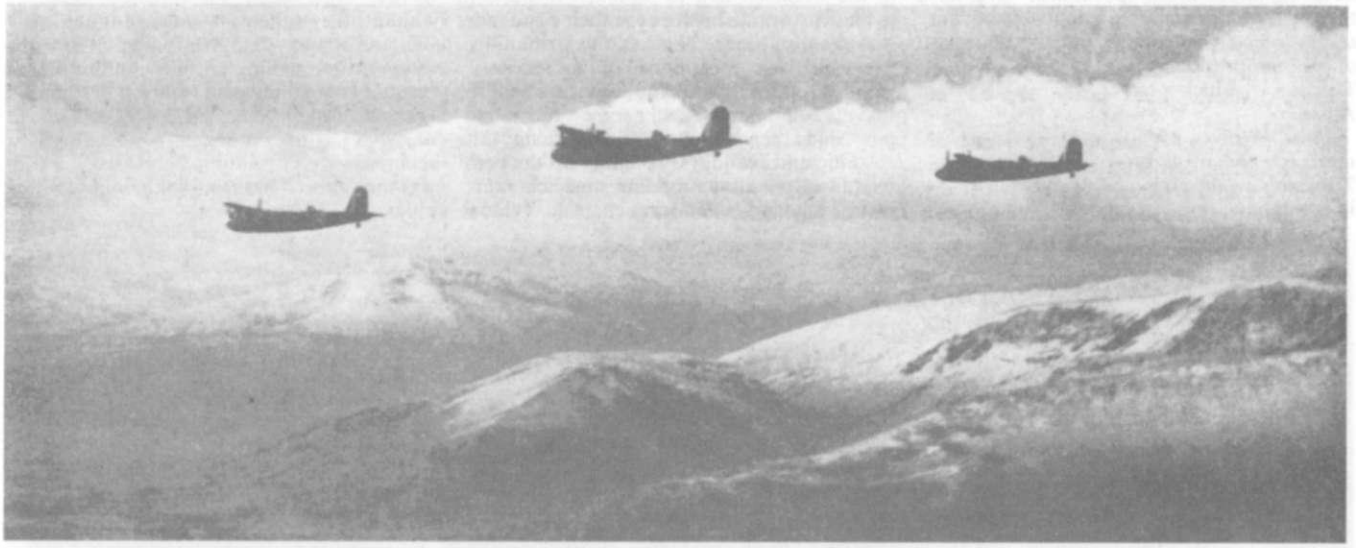
Influence on Nazi Morale

Against these losses must be set the enormous effect on German morale. Up to now millions of Germans have heard R.A.F. 'planes, but few have seen one. Before long the slaves of Nazidom will see only too often for their comfort and peace of mind the red, white, and blue rings on a 'plane's underside. Already they must be seriously disturbed, for they cannot but remember Goering's boasts that the German towns, Berlin in particular, and the Ruhr and other industrial areas, would not, could not, be bombed.

For months now they have been driven to take shelter as soon as night falls, and although the damage done to German towns by our 'planes can hardly be as great as that done by the Nazis to ours—for our pilots have instructions to confine themselves to military targets, whereas the Germans are out to do as much damage as they can—neutral observers have told of very considerable material damage done to many places, and of immense damage done to Hamburg and one or two other nerve centres of Germany's war machine.

No doubt, too, many Germans have been killed and wounded, although the number must be small compared with our civilian casualties: in December 1940, 3,793 civilians were killed and 5,044 seriously injured.

Perhaps the developing situation may be most conveniently summed up in the statement that the R.A.F. is now engaged in shifting the air frontier. For some months past that frontier has been over England, and for a few weeks it was even over London; now it is over Northern France, but is creeping steadily eastwards. Soon it will be over Germany itself.



NEW TORPEDO BOMBERS and general reconnaissance 'planes, the Blackburn Bothas, are now in service with the R.A.F. The Bothas are twin-engined, high-wing monoplanes, 50 ft. 11¼ in. long, 18 ft. 3 in. high, and have a wing span of 59 ft. They are powered by 890 h.p. Bristol Perseus engines. Since the Bothas are among the latest types of British 'planes, their performance has not yet been disclosed. Here three of the new aircraft are seen flying against a frieze of clouds above snow-capped hills. *Photo, British Official: Crown Copyright*

The Greeks Tore the 'Tuscan Wolves' to Shreds

The New Year brought no respite to the Italians in Albania. Still they retreated before the steady pressure of the Greeks, and on Jan. 13 their failure was blazoned to the world when it was announced that General Soddu, the Commander-in-Chief, had resigned "for health reasons."

ALTHOUGH snow was still falling heavily on the Albanian front the Greeks continued their offensive following their brilliant capture of Klisura—a victory which brought them appreciably nearer to Berat, and, still more important, Valona, the Italian base port on the Adriatic. The Italians made one or two counter-attacks in a desperate endeavour to regain the positions that they had lost, but they were beaten back, leaving behind many wounded and dead, together with a number of prisoners. Several tanks were also captured and straightway employed against their former owners.

For a few days the Greek communiqués referred merely to "limited local activity," but those in Athens who knew how cautiously the Greek G.H.Q. framed its bulletins anticipated another victory. And they were right, for on January 18 it was announced that "during today's successful operations we have captured strong positions. We have taken 1,000 prisoners, among whom are several officers, including Colonel Meneghetti of the 77th Regiment, the 'Wolves of Tuscany,' which has lately arrived in Albania."

The "Wolves of Tuscany" were one of the crack Italian divisions, and not only the 77th but the 78th regiment was badly cut up in the fighting referred to in the communiqué. That, perhaps, is unfair to the Italians, who on many occasions on the Albanian front and elsewhere have shown that they can fight well enough if only their heart is in the business. But most of them, as may be judged from Colonel Meneghetti's revelations, have little spirit for the war against the Greeks.

From every side came further evidence of the ill-preparedness of the Italians. They had expected a war of waving flags and blaring bands; they had made little or no preparations for a war of blood and frostbite. The plight of the Italian wounded, who were sent back from the Albanian front to their homes in Northern Italy, was reported to be pitiable. Many of them had seen no fighting whatever, but they had been so severely frozen in the bitter mountain weather that it had been found necessary to amputate their limbs. Italian hospitals in Bari and Brindisi were said to be filled to overflowing, so that many of the wounded had to be taken to ports in the North Adriatic before even their bandages were changed since they left the front line. One case was mentioned of a seriously wounded officer who had been carried for three days on mule-back across the mountains, and then spent a day crossing the Adriatic and two days travelling up the coast by railway, without receiving medical treatment or having his uniform changed. Valona was reported to be jammed with more than 30,000 Italian troops wounded on the battlefield or suffering from frostbite; they crowded the hospitals and the houses, waiting for transport to take them back to Italy. But the transport was slow in coming, and the confusion in the little town grew apace.

No wonder the Italians who were taken prisoner congratulated themselves on their fate. As they trudged through the mud and snow on the way to Janina they looked miserable enough, but when they had left the front far behind them they cheered up wonderfully. A Greek officer stood beside the road and watched them pass. "There goes the second Roman Empire," he said sardonically.

Very different was the spirit displayed by the Greek troops, and yet they had to face the same bitter weather. They had to clamber along the same precipitous paths, they trudged through the same mud and floundered in the same deep snowdrifts. Like the Italians, they suffered wounds, endured frostbite, and many of them died. But they struggled on, living on little more than a crust of bread and melted snow. They had no fires and little shelter, their boots were worn out, their clothes were poor, and many of them were even without gloves. Yet theirs was the spirit of the men who would conquer or die.

The Greek war zone has few roads and no railways. It is therefore through mountain defiles or over such undulating plains as this that troops moving up to the front must pass.

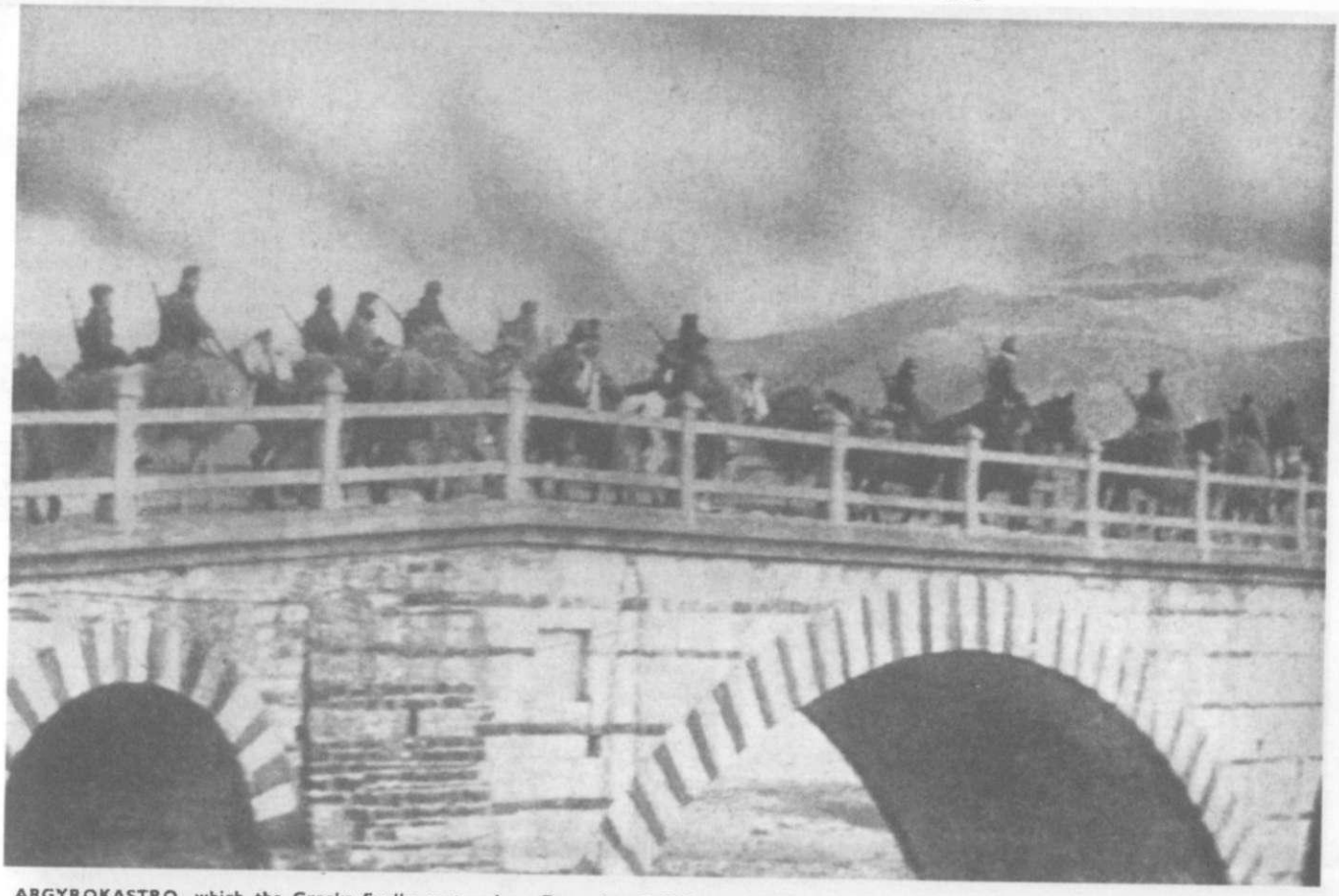
Colonel Meneghetti, interviewed after his capture, stated that the division had been decimated in the course of the 10 days' battle which had just concluded. He also confirmed the reports that to an increasing extent Italian soldiers were running away from the front line and so had to be shot down by their officers. Another interesting item of information that he vouchsafed was that a Greek submarine had recently torpedoed two Italian vessels, the "Lombardia" and the "Liguria," one of which was carrying his division's entire artillery.

A little later it was announced that the figure of 1,000 prisoners taken was likely to be exceeded; so many were the prisoners, indeed, that the wits in the Athenian cafés expressed the opinion that the Tuscan wolves must have been wolves in sheep's clothing!

The young Greek, above, aged 13, captured a number of spies and was promoted lance-corporal on the field. The Greek militiaman, right, claims to be 105.

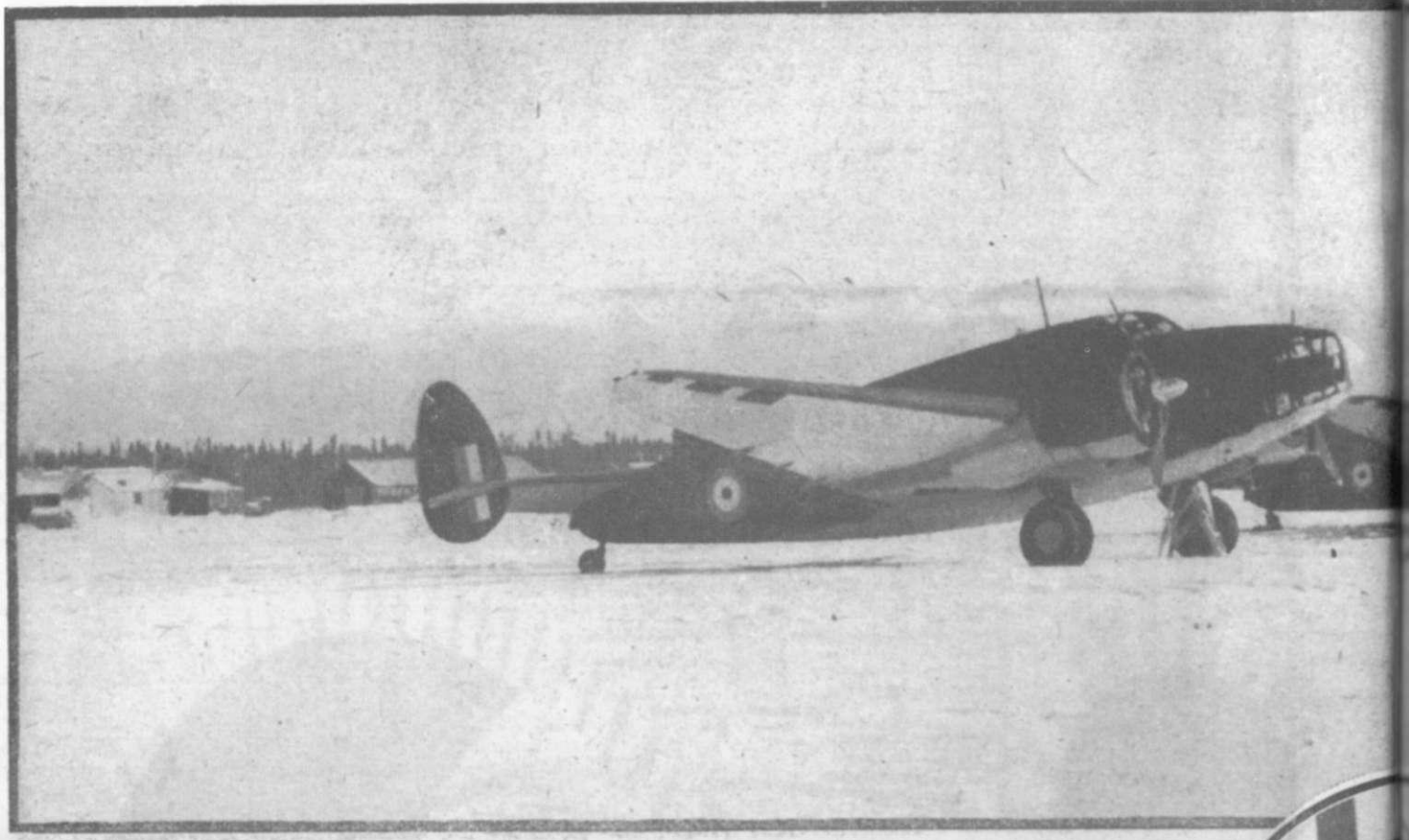
British Official: Crown Copyright; Associated Press

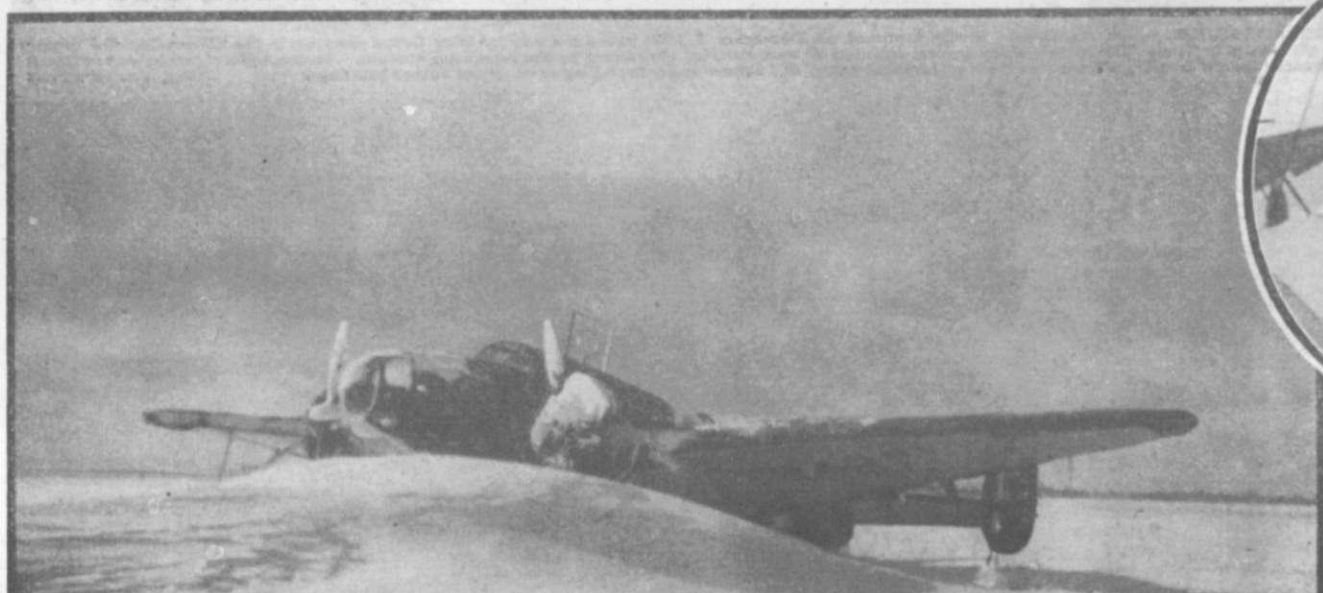
See the Conquerors Enter Argyrokastro



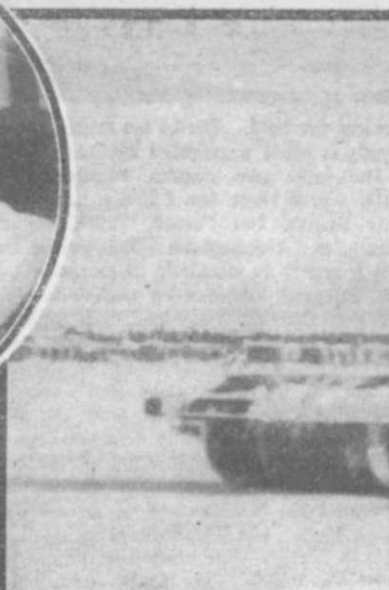
ARGYROKASTRO, which the Greeks finally captured on December 8, 1940, paved the way for later Greek victories in the Klisura-Tepelini sector of the Albanian front. The town yielded a great quantity of war material abandoned by the retreating Italians. In these photographs we see Greek mounted troops crossing a bridge on their triumphant entry, and others busily searching some of the ruined buildings. *Photos, Associated Press*

In Snowbound Newfoundland American Bombers Await Their Turn t





THAT a re "ferry" service for flying aircraft destined for the R.A over the Atlantic has been in tion for some time was on Jan. 8, 1941, by A Marshal Sir



'They're Prisoners-of-War in Germany'

In thousands of homes in this country and in the Empire overseas thoughts turn to a husband or father, son, brother or lover who is "kicking his heels" in a German prisoners-of-war camp. Some account of the camps and of the prevailing conditions is given in the article that follows.

IN Germany and German-occupied territory there are at the present time, it has been estimated, some 2,500,000 prisoners-of-war. Nearly two million of these are French, hundreds of thousands are Polish, tens of thousands are Belgian, Dutch, and Norwegian, while the British number about 44,000.

This vast host is quartered (except for those enlisted in labour gangs) in prison camps, of which there are three types, known officially as Oflag, Stalag, and Dulag, contractions for Offizierslager, Stamlager, and Durchgangslager, respectively. Oflag is a camp used for officer prisoners, while Stalag is one for privates and N.C.O.s. Dulag is a transfer camp, i.e. a camp to which officers and men are taken soon after their capture, and where they are graded before being dispatched to either an Oflag or a Stalag.

The camps are periodically visited by delegates of the International Red Cross, and reports on some of them have been published. Thus a few weeks ago two Swiss doctors, Dr. Marti and Dr. Des Coeudres, reported on Oflag VII C, where there are 1,245 British officers, including a general and five colonels, 31 chaplains, and 39 doctors. It is contained in an old castle in a Bavarian town, and the quarters comprise three floors, the number of prisoners in each room varying from nine to 120. The food, though rather monotonous, is not too bad, and British cooks are employed. Most of the prisoners, the visitors found, were at that time in need of warm clothes; shirts and so on could be purchased at the canteen, but they were very dear. Four British doctors are on duty in the hospital, and, generally speaking, the health conditions are satisfactory. Hot baths are available once a week and there are facilities for playing games. On Sundays four religious services are held. Books are scarce, but the supply is being augmented by the Y.M.C.A.

The same two visitors inspected Stalag XIII, where there are 1,036 prisoners – not only British, but French, Poles, Belgians, Dutch, and Norwegians. This prison camp was found to be decidedly overcrowded, and the delegates commented unfavourably on the fact that the beds had only one sheet and two blankets, and that the only heating was a small oven in the centre of the room. "This seems inadequate heating," they said, "during a severe winter, and the health conditions seem generally defective."

Dr. Marti also visited some of the camps reserved for R.A.F. prisoners. In one Stalag he found 231 N.C.O.s and 57 privates; the camp leader was Flight-Sergeant Hall, No. 569838. These were housed in three wooden barracks, which Dr. Marti described as comfortable; "food, good; prisoners, satisfied." The men, he went on, "like to work in the labour detachments, in which they receive a minimum of 20·8 marks per month, and are well treated."

In Oflag IX there are 44 naval officers and 17 doctors. Dulag Luft, a transfer camp for airmen, consists of three large, well-heated barracks, with running hot and cold water, accommodating 102 men. Here are Dr. Marti's notes on the place: "Rooms with one to three beds; tables, easy chairs; exceptional comfort; dining-room; whisky every evening; papers; various games; walks outside camp; food excellent, similar to that received by the German officers of

WULZBURG CASTLE, near Weissenburg, Bavaria, where these photographs were taken, is a prisoners-of-war camp in which the majority of the prisoners are British and French. In the upper photograph some of them are seen making articles of clothing under the supervision of a Nazi guard. Lower photo, the organ provides solace, during recreation hours, to those who are fond of music. *Photos, Fox*

Where the Nazis Hold Our Men in Captivity

P.O.W. CAMPS in Germany and Poland are shown in this map. There are 106 within the boundaries of the Reich (including Poland and Austria) and 62 in France. OFG ("Oflag") denotes a camp for officer prisoners; STG ("Stalag"), a camp for other ranks; "Luftlager," camp for airmen; "Dulag," a transfer camp. This map, compiled from a list supplied by the Nazi authorities, was published in the French newspaper "Paris Soir," and reproduced in the "Daily Telegraph."

the camp; well-stocked canteen; receiving pay; correspondence received irregularly."

Another delegate, Dr. Marcel Junod, was commissioned by the International Red Cross to visit prisoner-of-war hospitals in Brussels, Malines, Ghent, Paris, and Rouen, amongst other places. On the whole his report was not unsatisfactory; thus the wounded at Malines hospital are "satisfied," being under the care of two Army doctors, Major R. W. Ganderson and Major D. N. Stuart. On being passed fit the men are given a complete double set of underclothing by the Belgian Red Cross before being sent to the prison camps in Germany. But warm underclothes were badly needed in some of the hospitals, and the wounded often asked for soap.

Now here is a letter from a British officer who is imprisoned in Oflag VII C/H; it was dated December 10 and was received by his

BRITISH PRISONERS in Germany lead a monotonous life, and after their day's work, which may be arduous road-making or canal construction, games provide a very welcome diversion and keep their minds occupied. Two prisoners above are keeping their wits alive with a game of chess, while their comrades follow the moves closely.

Photo, Fox

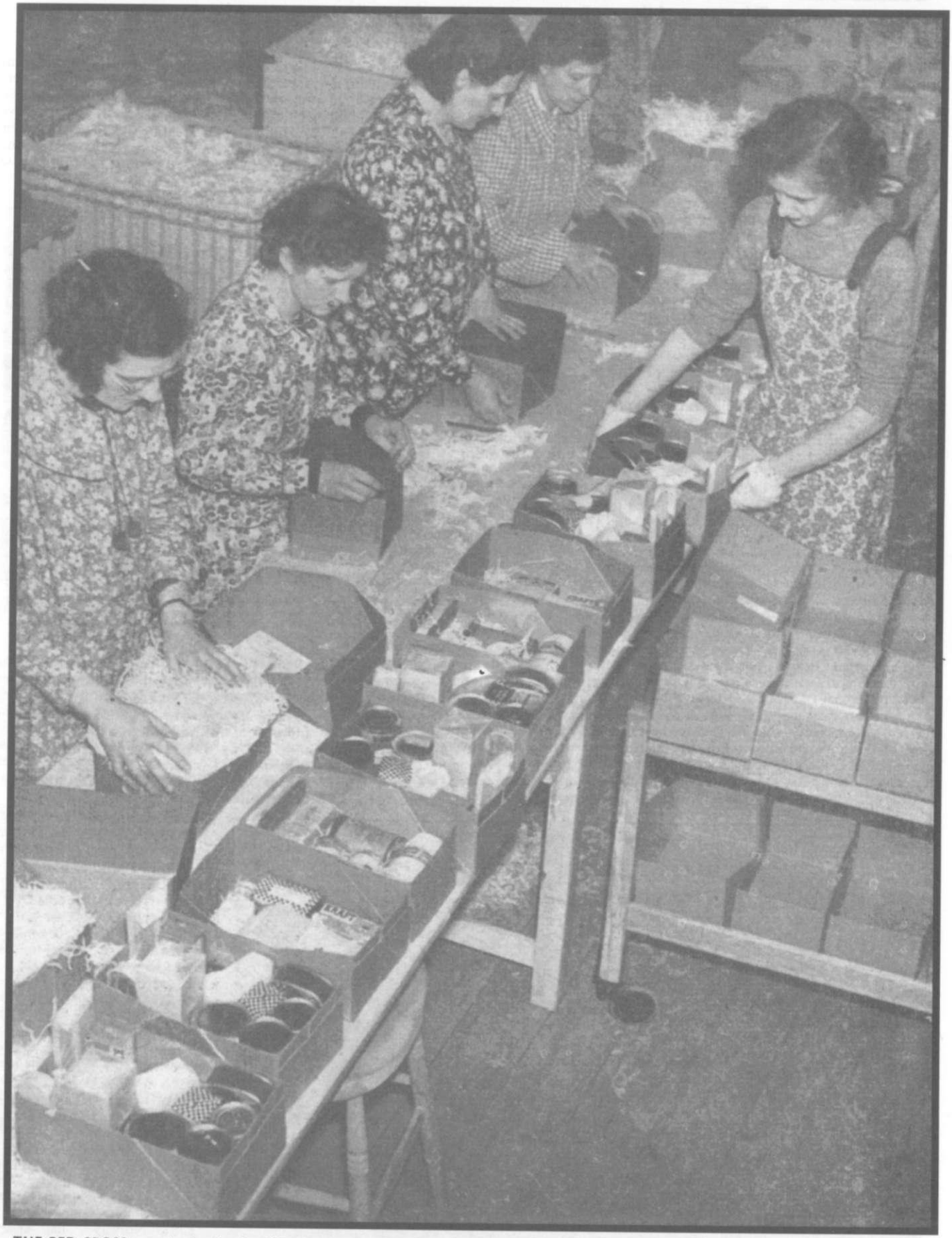
Lives of Toil and Boredom Are Their Lot

wife on January 8 by air mail via Lisbon. "We rise at 7.30 a.m. and have a half-litre of ersatz coffee. Parade or roll-call is at 9.15. Lunch is at 11, and usually consists of soup, sometimes thin and sometimes thick, and potatoes. Twice a week we get a meat and potato mash instead. Next meal is at 4 p.m., of more soup and potatoes, or on Sunday a 2-oz. Camembert and some jam with coffee, or Red Cross tea if we have any. Two other meals a week in the afternoon are either cheese or sausage, tea or coffee. We get half a litre of milk two or three times a week, which we pay for. Our supper comes out of the above, with 10 oz. of bread which we get every day. Naturally, parcels are we comed for a change of diet!"

Thus it is clear that, while the prisoners may receive rations comparing quite fairly with those issued to their Nazi guards, they may well complain about the quality and monotonous character of their diet.

PARCELS OF FOOD and comforts, dispatched through the British Red Cross, are eagerly awaited by our men who are prisoners-of-war in Germany for the rations of a prisoner are by no means lavish. Small wonder, then, that the arrival of the parcels post at a P.O.W. camp in Germany is a red-letter event in these men's lives. Lower photo, British prisoners are seen clearing away the debris of bombed and shelled buildings in Calais, work that puts a keen edge on the appetite. Centre, parcels are being stamped prior to dispatch at a parcels centre of the British Red Cross.
Photos, Fox, Photopress and Planet News

Packing Parcels of Good Cheer for the Prisoners



THE RED CROSS organization faced a difficult task after the Battle of France in sending parcels to prisoners of war in Germany. Many of the thousands of men posted as "missing" were prisoners, but for a time the Red Cross had in its possession the names of only a fraction of the total number. Moreover, parcels have to travel from a British port to Lisbon, thence by rail to Barcelona, from Barcelona by sea to Marseilles, and then overland to Geneva. A 10-lb. parcel is sent by the Red Cross every week to each of our 44,000 prisoners of war in Germany. *Photo, Fox*

Norway's Sons are Fighting at the Side of Ours

This account of the contribution made by Norwegians to the common cause is contributed by Henry Baerlein, who not long since was privileged to visit the Norwegian naval establishment at a certain port in this country.

JUST before Hitler's invasion of Norway he was assured by Quisling that the Norwegians were anxious to become his faithful lieges. By now, however, they both must be disillusioned, for Quisling has been able to enrol only a handful of the ragamuffins who will vanish the moment that the Germans are swept out of Norway.

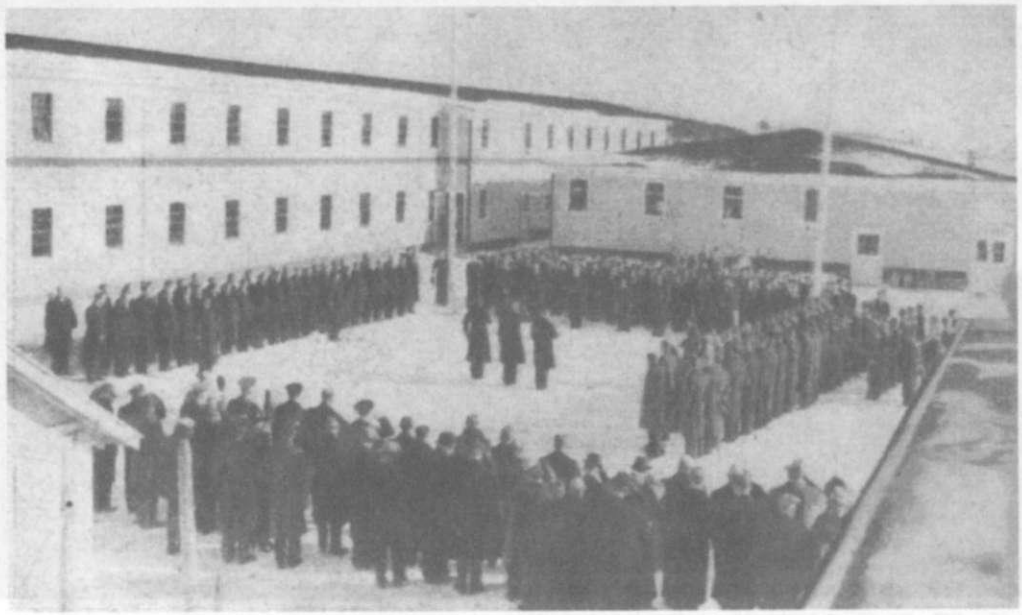
No one acquainted with the Norwegians could ever have any doubts of their patriotism, and now in Britain they have entered upon the struggle to liberate their native land. The Norwegian Navy is doing excellent work from various British ports; their Army is enthusiastically training; and in Canada large numbers of Norwegian airmen are preparing to emulate over here the exploits of the Poles and the Czechs.

Nor is this by any means the extent of Norway's assistance in the common cause—remember that Norway's population is much less than half that of London, though this has not prevented her producing in the last few decades a series of world-famous men, such as Nansen, Ibsen, Björnson, and Grieg. One of Norway's chief contributions is her extremely large Merchant Navy, which the Germans endeavoured to obtain as soon as they reached Oslo. But the Norwegians are not a people who act in haste, and when soon after the German orders from Oslo there came that from the B.B.C., sent out at the request of the legal Norwegian Government, it was the latter which was obeyed, and all over the world Norwegian vessels made for the nearest Allied port. It is one of Hitler's grievances that Britain possesses far too many ports in different parts of the world.

Navy, Merchant Service and Army: I did not find it an easy matter to visit a unit of the Norwegian Navy operating over here. Most of the ships are at sea with very brief intervals, but ultimately I was told that one of them would put in at a certain port. Armed with the necessary permit from the Admiralty and with the blessing of the Norwegian naval authorities in London, I set out for that port, arrived only an hour late at the station, drove to the building which is now the naval headquarters and encountered a couple of Vikings, splendid-looking young men. It would be an exaggeration to say that I got much out of them, although they replied that they would be glad to tell me all I wanted.

As a preliminary a drink had to be taken at the bar with them and two or three British officers, and almost at once an alarm was sounded and among the ships required instantly was that of these Norwegians. In less time than it takes to write they had disappeared, arrayed themselves in suitable kit (there was quite a boisterous sea), and off they rushed. It was from their British comrades that I learned how gaily they go out day after day, braving the dangers of mine and torpedo, German coastal guns and dive-bombers. Their one hope is to meet the enemy who has overrun their beloved country. The tougher the job, the better they like it. They are devoted to their work over here because it gives them an opportunity of attacking. Offensive actions are what these modern Vikings look forward to. I was told of several of their outstanding exploits: one, which the British officers characterized as a very gallant affair, occurred when they went to the rescue of a bombed merchant-ship and were themselves heavily bombed; the top was blown off the Norwegian gunner's binoculars, and he was severely wounded in the stomach, but this did not prevent him from carrying on. A good many of the crews on the Norwegian warships are men who have seen service in the Merchant Navy, and they have lost little time in adapting themselves to their new conditions. Those who remain in the Merchant Service are assisting the Allied cause all over the world. They number no fewer than 35,000 first-class men, all of them, and when replacements are required they are supplied by the Norwegian Shipping and Trade Mission in London, which has taken over the management of all the Norwegian lines, whose captains and sailors loyally obey their instructions. The ships, of course, have been well armed in Britain.

KING HAAKON of Norway, who arrived in Britain on June 15, 1940, is here seen at a Norwegian hospital in England taking leave of the Matron, a Norwegian lady married to a Swedish Count now with the Norwegian Army in England.

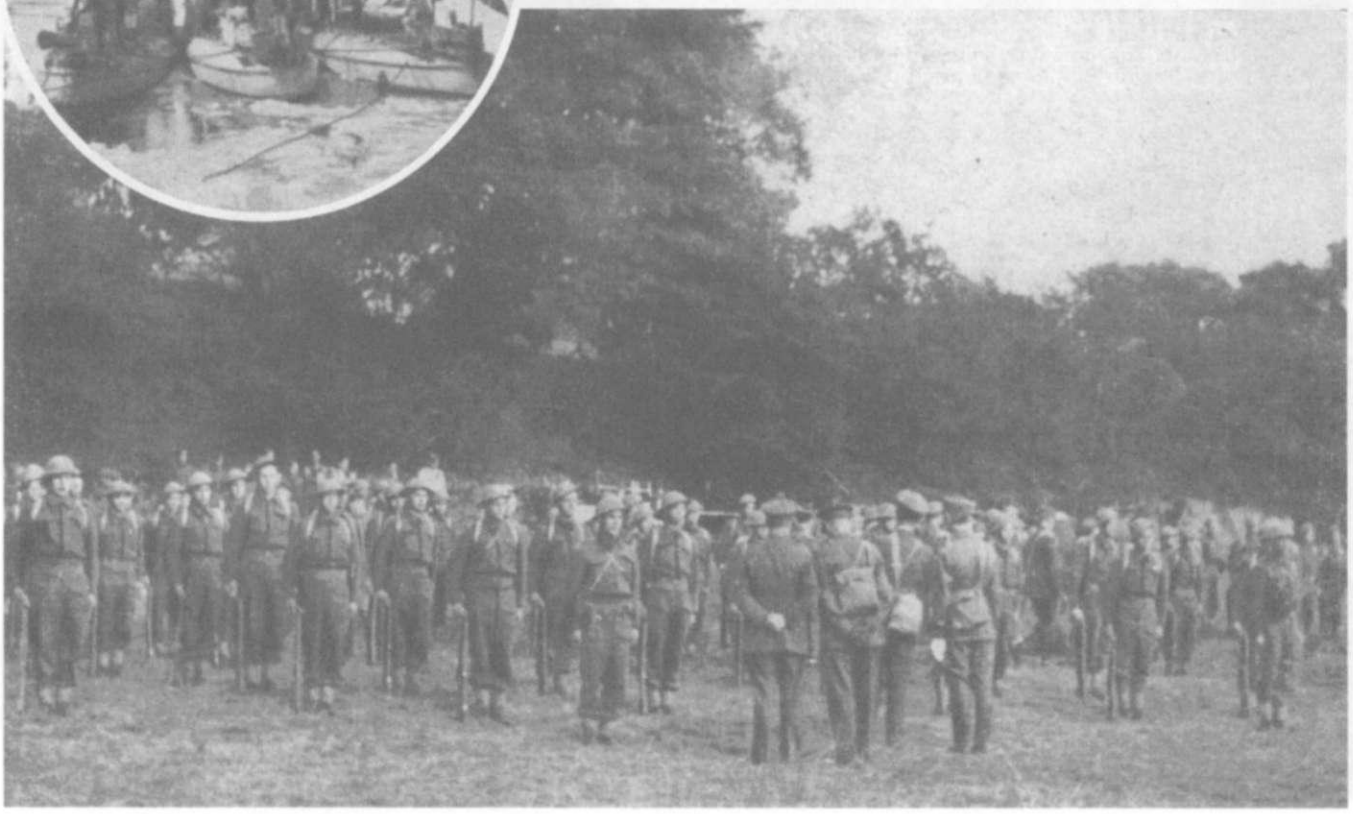


NORWEGIANS IN CANADA are eager to fight for their country. The Navy makes a great appeal to this seafaring race and a special training centre has been erected on the seashore at Lunenburg, Nova Scotia. Here men and officers are standing at attention when the centre, known as Camp Norway, was opened on December 3, 1940. *Photo, Wide World*

Enrolled in the Norwegian Army in England is a Swedish Count who fought in Spain and Finland, and who is now married to a Norwegian nurse who is in charge of her country's hospital service. His case is exceptional, for the Norwegian troops, a smallish but very useful body of men, are otherwise 100 per cent Norwegian. They have been fully equipped with all modern weapons, which, like everything they handle, has been paid for from out of their own funds. The officers were all in the Army in Norway, but of the men only 25 per cent, the others having previously served either with the Navy or the Merchant Navy. However, the same spirit prevails among all of them, and there is no doubt as to their efficiency. In Canada, too, a "Little Norway" has arisen, where exiles and Canadian-born Norwegians are training for the battle against Hitler.

While Her Princes Share the Honour of Exile

NORWEGIAN WARSHIPS are now serving in comradeship with the British Navy, and Prince Olaf, Crown Prince of Norway, who, like all his countrymen, has the sea in his blood, is seen above in Admiral's uniform leaving a Norwegian destroyer in a British port after an inspection. Norwegians resident in this country have formed an infantry company. Below it is drawn up for inspection by King Haakon. In the circle are three patrol boats of the Norwegian Navy fitted as minesweepers. *Top photo: British Official: Crown Copyright*

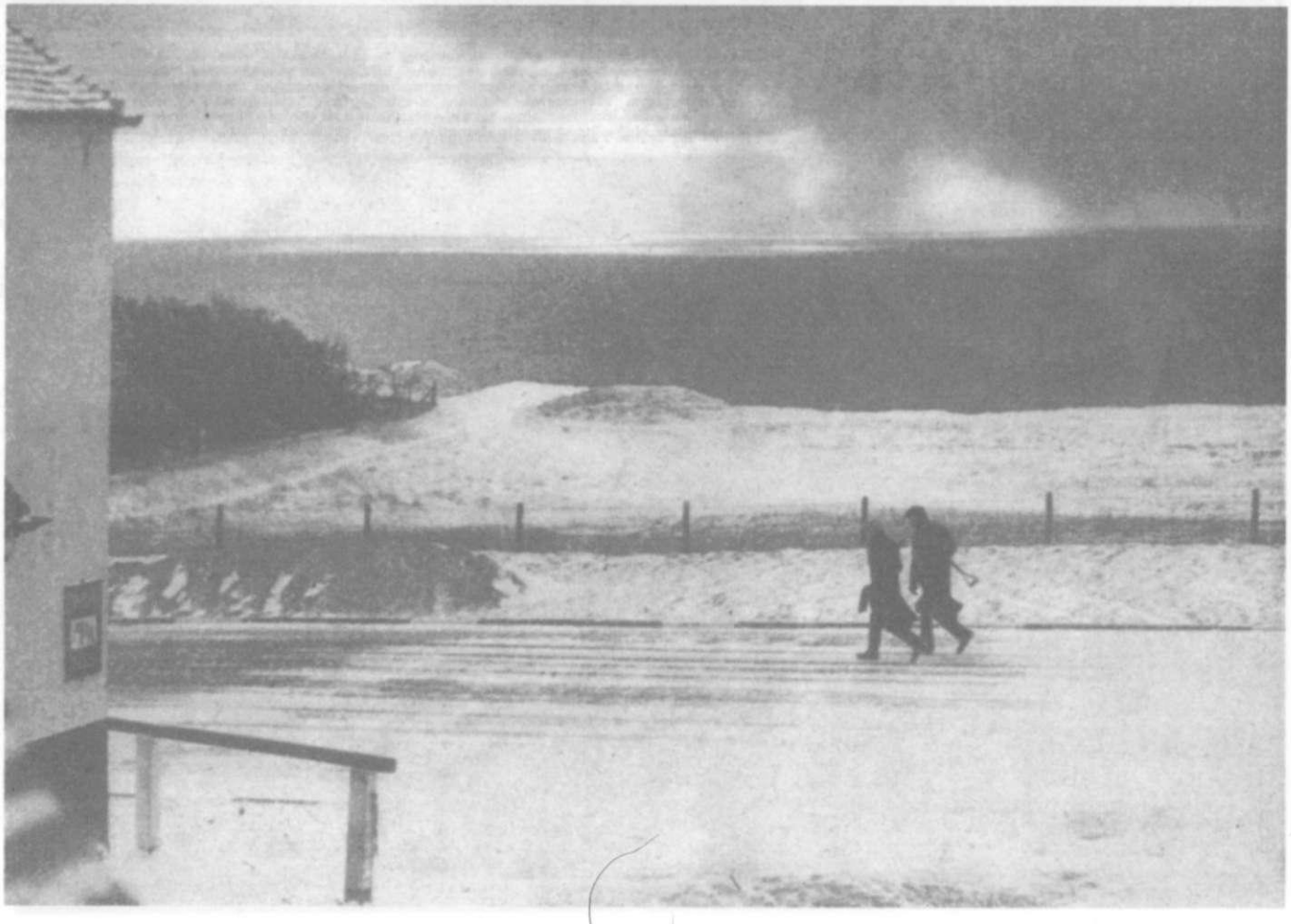


Waiting for the Invader at 'Hell Fire Corner'

WHY are German aircraft heard overhead on nights when the weather is reported to be too bad for our bombers to operate over Germany? One of the reasons is that while the Germans have a large number of alternative bases within easy striking distances of this country, and in the event of bad weather in the Channel or over the French coast they can operate from bases in Holland and Belgium instead, the R.A.F. has not the same wide choice of alternative bases, and, moreover, has much farther to go except for such targets as the "invasion ports." These longer flights involve greater risks, especially in bad flying weather. Then for a flight occupying, say, seven hours, it is harder to forecast changes in the weather than for a short "trip." Our aircraft might set off for Berlin in ideal conditions, only to find on their return that fog had hidden their base.

The policy of the R.A.F. is to attack definite military objectives, hence the weather over the objective is also of great importance to us. To fly 700 miles out, only to find "ten-tenths" cloud, which would prevent the location of any objective, is largely a waste of effort. The Germans, however, appear content to bomb indiscriminately. On some of the nights they have come over they could not have seen anything of the ground, let alone pick out particular objectives. Many of these aircraft are probably either lost and fail to return, or crash on landing, because the weather has "closed in" over their base.

WATCH AND WARD on the Kentish coast during the cold spell of January 1941 brought considerable hardships to the troops, but these men, ankle deep in snow, have beside them a hint of happier days. The strip of Kentish coast below, with gleams of wintry sunshine lighting up the Channel beyond, is known as "Hell Fire Corner" and at any moment the wayfarers may be under fire. *Photos, Planet News*



Eye Witness Stories of Episodes and Adventures in the Second Great War

We Saw the Battle of the Sicilian Channel

On January 10, 1941, as told in the Admiralty communiqué printed in this page, there was a fierce combined naval and air action in the Sicilian Channel – the stretch of water separating Sicily from Tunis. In these pages we tell the story in the words of eye-witnesses – the first, given below, by a British United Press correspondent who was on board a British warship.

As the first thin streak of grey showed in the eastern sky a star-shell burst to the west of us. It came from a British cruiser which had spotted two Italian destroyers. The battle was on.

Cruisers and destroyers raced after the enemy, who proved to have plenty of speed – in fact one of the Italian destroyers slipped away in the early morning haze and was never seen again.

The other Italian destroyer, however, was caught in a heavy fire from our ships. Two cruisers pumped several salvos into her, crippling her beyond hope, while a British destroyer raced alongside and finished the job.

A huge burst of water, steam and smoke could then be seen rising from the Italian ship at a distance of about 10 miles, indicating that the boiler had burst. She went down almost immediately, presumably with all hands, although some of the crew may have been able to reach the Italian coast, which was only a few miles away.

The Italian vessel fought with courage and determination, but she must have known she was doomed from the very start. Her small guns made a valiant but feeble return against the heavy British naval guns.

The first retaliation for this action under the very noses of Italy's long-range coast defence guns in the fortress of Pantelleria occurred a few minutes after 11 a.m., when our aircraft spotted enemy aircraft approaching the Fleet and chased them away. But the Italian effort was not futile, for by this flight they learned the position of the Fleet. One hour later two Italian torpedo bombers flew in with the sun behind them for the attack. They met with a tremendous barrage of anti-aircraft guns and pom-poms.

One dropped its torpedo, which passed across the stern of this ship, ran its course, and finally sank harmlessly in the distance. The other torpedo bomber retained its load, and both turned tail and disappeared.

At 1.30 p.m. the Luftwaffe made its Mediterranean debut in a spectacular bombing attack which must have been carried out by some of Germany's best aces. A squadron appeared about 8,000 ft. overhead, and, breaking into groups of three, pointed their noses downward, and in an almost completely vertical dive raced for their targets with throttle wide open.

They met with a barrage of thousands of shells, but manoeuvred with extraordinary skill through the barrage ceiling to let go their deadly cargoes. In some cases they straightened out less than 100 ft. above the water and re-formed for another dive, which was carried out with the same precision and expertness. Fifteen aircraft took part in the attack.

Although it seemed humanly impossible for them to get in and out of the barrage without some of them being hit, none was observed, from our ships, to fall into the sea. Other fighters later intercepted the squadron and shot down a number of them.

At 6 p.m. we had another visit, this time by 11 dive-bombers. So far as one could see in the growing dusk they seemed to be the same squadron that attacked us before. If so, four of the original squadron must have been either shot down or too badly damaged to carry on.

THE BATTLE OFF SICILY

OUR naval forces have been operating in the central Mediterranean during the period January 7-13, covering the passage of convoys through the Mediterranean.

On the morning of January 10, when in the Sicilian Channel, two Italian destroyers were encountered. One of these, of the Spica class, was sunk. The other managed to escape.

Later H.M.S. "Gallant" was damaged by a mine or torpedo, but has arrived in harbour.

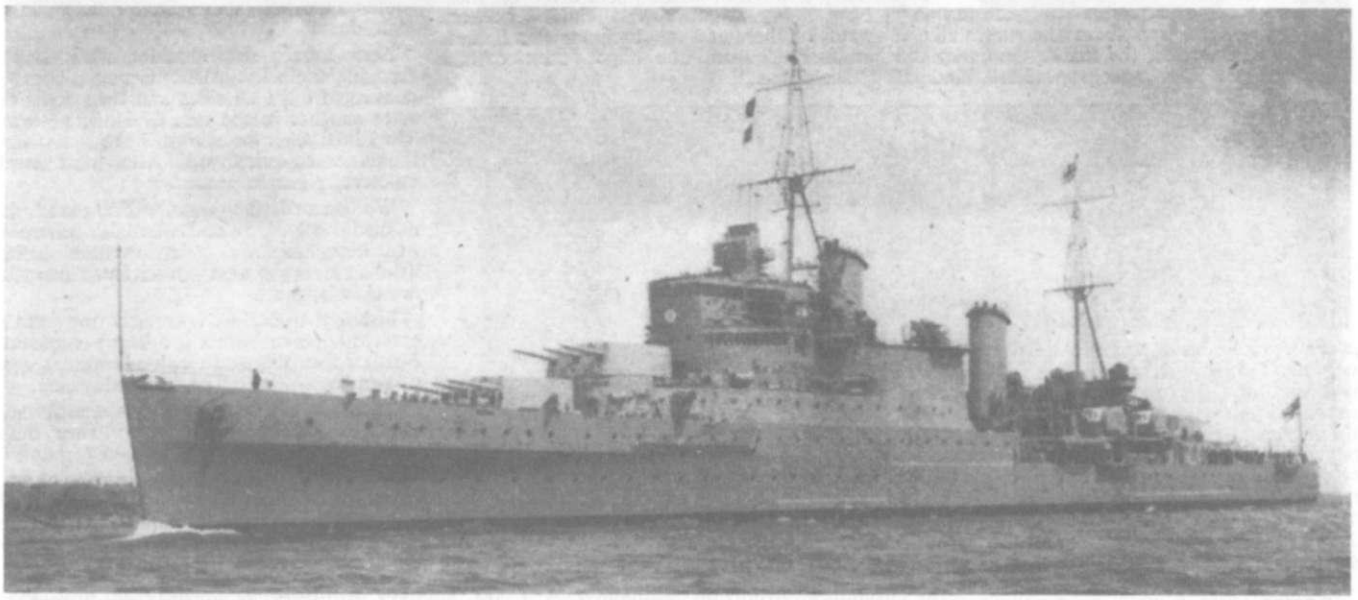
German and Italian air forces, working from Italian bases and including a number of dive-bombers, made great efforts against our ships during these operations. H.M.S. "Illustrious" (Captain D. W. Boyd, C.B.E., D.S.C., R.N.) was hit and received some damage and casualties.

One of our cruisers, H.M.S. "Southampton" (Captain B. C. B. Brooke, R.N.), was also hit and suffered casualties. [Later it was announced that the "Southampton" had to be abandoned and subsequently sunk by our own forces.]

Twelve enemy aircraft at least were shot down and a further number was damaged.

The main object of the operations, which was that of passing a convoy from west to east, was carried out according to plan. This convoy carried important material assistance for Greece.

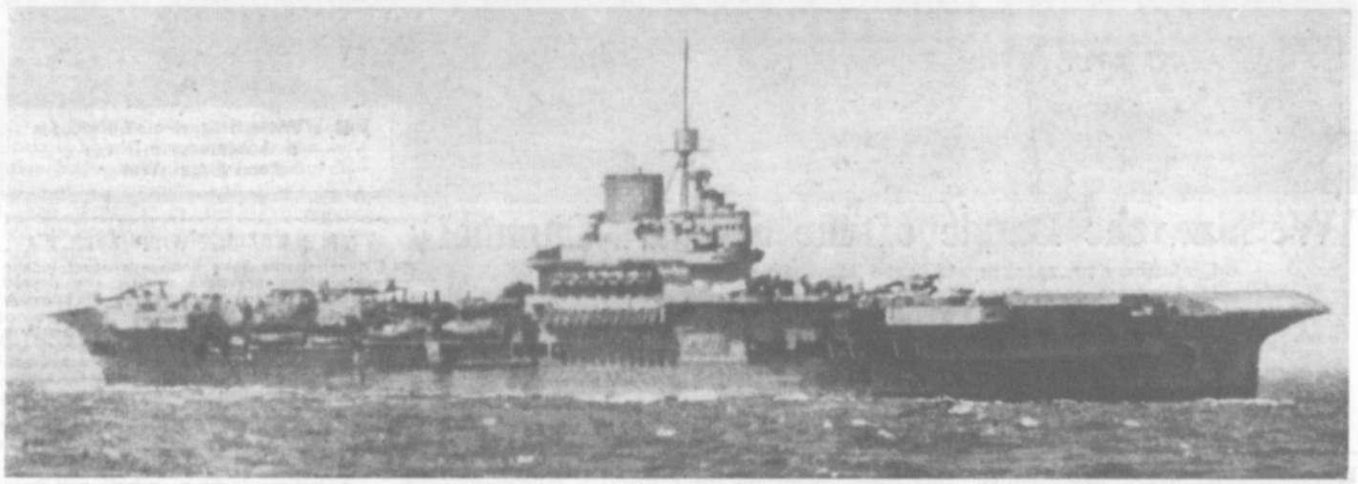
(Admiralty Communiqué issued on January 14, 1941)



H.M.S. "SOUTHAMPTON," whose tragic fate it was to be sunk by the guns of the British Fleet when it was found impossible to get her to port. This 9,000-ton British cruiser was the first warship in this war to be hit by a bomb from a German aircraft. On October 16, 1939, while she was lying in the Firth of Forth, an enemy bomb glanced off her, causing slight damage to her bow. The map shows the scene of the battle of the Sicilian Channel.

Photo, Wright & Logan: Map by courtesy of the "Daily Telegraph"

I WAS THERE!



The "Illustrious," which though hit by bombs got safely back to port, is one of a class of six 23,000-ton aircraft carriers laid down between 1937 and 1939. She can carry 70 'planes.
Photo, Topical

The tactics of this attack were the same as in the previous raid, but a new feature of air warfare at sea was introduced. Many times the machines levelled off after a dive at a dangerously low level—not more than 10 ft. above the water—and continued to fly for several miles like stunt fliers engaged in "hedge hopping." The first time this happened all hands were convinced that the aircraft had been hit. But just as we expected them to plunge into the sea we saw them climb to make another dive a few moments later.

Considering the comparatively short range of the German dive-bombers—about 220 miles with full load—the bombs they dropped round the Fleet were exceptionally heavy. This would indicate that they are operating from bases in Sicily, and presumably from the southern part of the island.

Many of the columns of water blown up by the German bombs near this ship towered scores of feet above the bridge from which I watched the action. It was almost as if the attacking aircraft wanted to leave no doubt of their identity, which in any case could not have been mistaken. But just to make sure, one huge, jagged chunk of bomb fell on the deck of this ship, and was seen to have a swastika painted on it.

As the bombs exploded alongside this ship she seemed to leap from the water like a whippet getting off the mark. But they did nothing but the most superficial kind of damage, such as knocking off flakes of paint.

Once a piece of bomb, weighing 7 lb., fell among seven men in the control tower of this ship without touching one of them. The piece was from a bomb which exploded harmlessly in the sea near the ship.

Not all the men were so lucky. One sailor on board this ship, who, like all the others, stuck to his gun with traditional British doggedness, was mortally wounded by machine-gun fire from one of the dive bombers. He died a few hours later.

Every Gun in the 'Illustrious' Roared

Here is a second eye-witness account of the Sicilian Channel battle—this time by a special correspondent of Reuters on board the aircraft-carrier "Illustrious." The "Illustrious" was one of the main objectives of German dive-bombers operating from Sicily, but she triumphantly rode through the attack and was brought into port with her ensign flying and her crew undaunted.

WHEN the first attack came, soon after noon, two torpedo-carrying Junkers swooped down from the sky and loosed their torpedoes. They passed harmlessly astern. Then the main assault developed.

Three Junkers 87s approached out of the clouds. Simultaneously the guns of all the British ships opened up a terrific barrage. More 'planes swooped down. The sky was filled with a confused mass of bursting shells and twisting 'planes. The noise was appalling.

As the leading 'plane dived through the inferno I watched a single 1,000-lb. bomb hurtle towards us. It fell in the sea slightly astern.

Then a wave of 15 bombers dived on the Fleet. My attention was divided between watching these and watching our own fighters taking off from the flight deck of the "Illustrious."

A few seconds after our last machine had flown off a tremendous explosion shook the ship. A 1,000-lb. bomb released by one of the Junkers diving very low had scored a direct hit. The next moment the wing of a German 'plane fell across the after lift of the "Illustrious."

The hit was apparently immediately below the bridge. I have a vivid impression of a sudden sheet of flame and choking smoke. I felt a severe blow on my shoulder from blast, and then I was pulled into the wireless cabin and thrown to the floor. We lay coughing and listening to the sudden roar of aeroplane engines close overhead. The diving 'planes swooped so low that they sounded as though they were landing on the flight deck.

Near misses sent shudder after shudder through the ship. The German bombers converged from all sides and then dived one after another in the face of blazing gunfire. They held their bombs until the last minute, then swerved quickly off. After what seemed an eternity gunfire ceased.

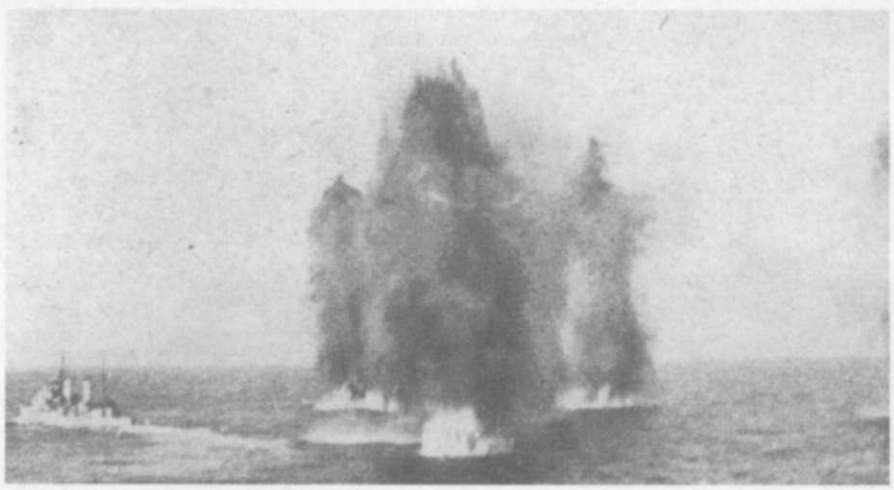
We opened the door. Splintered and riddled steel pipes and wires lay where we had been standing a few minutes before. The deck was covered with foam from the fire extinguishers.

The flight deck was covered from end to end with debris from the bomb explosion. Further forward was a twisted crane, a heap of bomb splinters and empty shellcases.

Through all the action the gun crews never eased for a moment. Every man moved with precision.

Spaces below decks, including the church, were cleared for casualty stations. Wounded were tended as fast as possible. During the period of quiet efforts were started to clear the deck.

The "Illustrious" steamed into port unaided. When we anchored the wounded were quickly taken ashore and the work of cleaning up the ship proceeded.



BOMBS rained down on the British warships during the attack by dive bombers in the Sicilian Channel. This photograph, taken during a previous attack, shows enemy bombs falling wide of their mark. The fact that so few of our warships have been sunk by air attack affords proof of the failure of aircraft against warships well handled and defended. *Photo, Fox*

New Appointments on the Home Front

Miss Verena Holmes, whose appointment as adviser to Mr. Ernest Bevin, Minister of Labour, on the training of women munition workers was announced in December 1940.

Mr. Robert Leitch and **Mr. J. Gibson Jarvie** (top left and above), were appointed by Col. J. T. Moore-Brabazon, Minister of Transport, on January 11 Regional Port Directors for the North-Western Region and the Clyde Region respectively. Mr. Leitch, lately Assistant General Manager of the Port of London Authority, is responsible for all ports between Stranraer and Oban. Mr. Jarvie, Chairman of the United Dominions Trust, Ltd., deals with the ports between Holyhead and Silloth.

Air Marshal A. G. R. Garrod, C.B.

Air Commodore J. A. Chamier

Wing Commander Lord Nigel Douglas Hamilton

Mr. J. F. Wolfenden

THE AIR TRAINING CORPS, inaugurated on Jan. 9, 1941, was formed to meet the growing demand of the R.A.F. and Fleet Air Arm for pilots and air crews. All boys of 16 and upward, physically fit and wishing to serve eventually in either of these Forces, can join. Above are four of the Corps' leaders. Air Marshal A. G. R. Garrod, Air Member for Training on the Air Council, is in charge of this scheme of Pre-Entry training, as it is called. Directly responsible to him is the Director of Pre-Entry Training, Mr. J. F. Wolfenden, previously headmaster of Uppingham School. Air Commodore J. A. Chamier has been appointed Commandant, and Wing Commander Lord Nigel Douglas Hamilton is an Air Member for Training.

Air Vice-Marshal Keith Rodney Park, decorated by the King with the Order of the Bath (Military Div.) on December 10, 1940 for organizing R.A.F. fighters that beat back the violent German air attacks on London and S.E. England during the summer of 1940. He also organized air squadrons to protect Holland, Belgium and France when the enemy invaded the Low Countries. Air Vice-Marshal Park was a leading ace in the last war.

Photos, British Official: Crown Copyright; Associated Press, Fox, Central Press, Planet News and Barratts

OUR SEARCHLIGHT ON THE WAR

Safe-Conduct for Italian Women

With the probability of an Italian defeat in East Africa becoming daily more certain, the plight of Italian women and children in that area is extremely hazardous. The Abyssinians are a primitive people and, remembering what their own families have suffered at the hands of the invader, they may lose control and wreak vengeance on helpless victims. The British Government, therefore, is prepared to secure the co-operation of the French authorities at Jibuti and to guarantee the safe-conduct of all Italian women and children if such an evacuation is ordered by Rome. These refugees from Abyssinia, Somaliland, and Eritrea would travel to an agreed port in Italy by way of Jibuti or some other port in East Africa.

Norwegian Regiment against England

Publicity has been given to the report that Quisling's hated "Hirdmen" are to form the nucleus of a special Norwegian regiment which will proceed to Germany, led by Quisling himself, in order to fight against England's despotic yoke. Those who realize the deep and fierce patriotism of Norway, shown every day by some act of defiance against the oppressor, by the cherishing of prohibited photographs of King Haakon, or by the numbers of Norwegians who still contrive to reach these shores, may well accept the interpretation put on this recruiting scheme in Scandinavia—that it is a method of "saving face" while getting the unpopular Quisling and his adherents out of Norway.

From Oran in a Stolen 'Plane

General de Gaulle has just been presented with an Italian six-passenger monoplane for the use of the Free French air force. The French pilot who landed it at Gibraltar told an exciting story. He was at Oran with a friend whom he had run across at Algiers. Anxious to escape, the two young men hung about the airport, where, in a hangar was this 'plane, the property of the Italian Commission in French North Africa. They tried every expedient they could think of to obtain the key of the hangar so as to get away by night, but in vain. So in broad daylight they boldly entered the airfield and, finding the doors open, slipped undetected into the hangar. Here disappointment awaited them, for the doors of the aircraft were locked. With one eye on a squad of mechanics outside they tried to force back a bolt with a crowbar, but failed. Then the pilot, of slim, lithe build, wriggled himself through a small sliding window and shot back the bolt for his companion. The engines, being cold, took a little time to start, but in a few minutes the machine emerged from the hangar and taxied down the runway for what seemed an interminable time before taking off. Such audacity brought its reward, for they left unmolested and there was no pursuit. Over Gibraltar a British patrol 'plane suddenly appeared above them to inspect, and below they could see A.A. guns trained upon their aircraft. But their friendly intentions were evidently understood, for there was no attack, and on landing they and their booty were given an enthusiastic reception.

President Roosevelt's Special Envoy

Mr. Harry Hopkins, former U.S. Secretary of Commerce and a close friend of the President, has been sent by him to London as personal representative for a few weeks until a new Ambassador is appointed. He is a man of 50 who has lived at the White House for the past year, and is thus in a position to explain fully to members of the British Government the President's ideas and views on matters of urgent interest to both countries. The day after his arrival he saw Mr. Eden and Lord Halifax, and then had luncheon and a long private conversation with Mr. Churchill. "American Production," said Mr. Hopkins to some Press correspondents, "will reach its peak at the end of this year and early in 1942. There is going to be a united and altogether successful effort in the production of defence materials in the United States to be used by ourselves, by Great Britain, and by Greece and China. We are building up new capacities for production on every front relating to defence. We cannot carry that on and run business as usual. Machines which are normally used for things not necessary for our defence will be used for defence. If that cuts luxuries, then it will cut luxuries—or anything else that gets in the way."

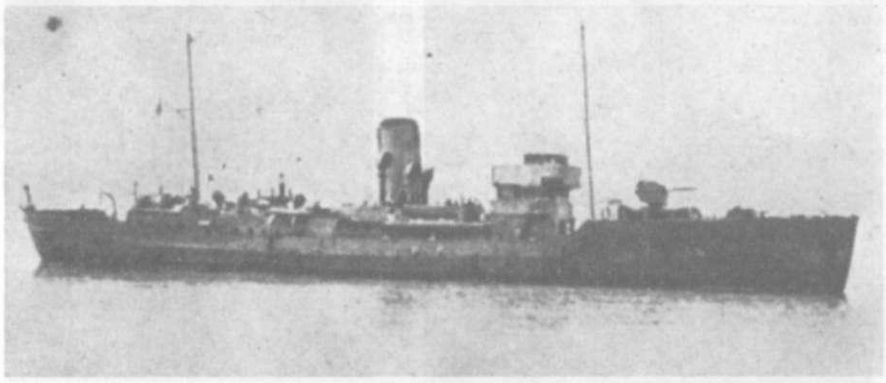
'San Demetrio' Heroes Rewarded

The amazing story of the "San Demetrio," a motor-tanker belonging to the Eagle Oil and Shipping Company, which was shelled and set on fire by a German raider in the North Atlantic on November 5, 1940, was told in detail in Vol. III, p. 597, of The War Illustrated. The sequel—aptly described by Mr. Justice Langton as "a fitting and not unworthy sequel to one of the great English stories of the sea"—took place recently in the Admiralty Court, when sixteen men of the British Merchant Navy shared in salvage awards totalling £14,700. Judge, counsel and owners united in paying great tribute to the gallantry of the crew of the "San Demetrio," who, as experienced seamen, knew well the risks they were running in attempting to save the burning ship and its cargo of oil. Of Mr. Arthur Godfrey Hawkins, the second officer, who for 700 miles navigated the ship without instruments - not even a compass—and brought her safe to port with the aid of a sixpenny school atlas, Counsel said: "Mr. Hawkins is a worthy namesake of the Elizabethan seaman whose name is immortalized with those of Frobisher and Drake."

Tribute was also paid to John Boyle, a greaser, who died after carrying on in the engine-room for three days despite broken ribs. One incident upon which the Judge dwelt with pleasure was the unanimous request of the crew that the Red Ensign from the "San Demetrio" should be given to Ross Preston, an American who had signed on as member of the crew and did much to help in salvaging the vessel. "I am sure," he said, "that Ross Preston is a man of the quality to treasure this piece of bunting."

"I would not like to leave this case," concluded the Judge, "without thanking everybody concerned for having given me the happiest working day of my life, listening to the very modest recital of two gallant gentlemen concerning a memorable achievement."

MR. HARRY HOPKINS, President Roosevelt's personal envoy to Britain, arrived in London on January 9, 1941. He will act as contact man between Mr. Roosevelt and the British Government. *Photo, G.P.U.*



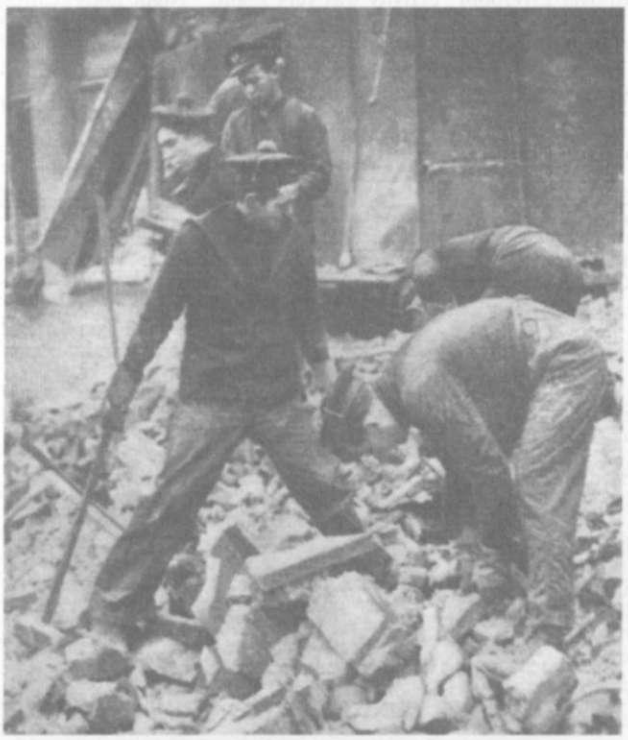
THE CORVETTE has been reintroduced into the British Navy, and a number of anti-submarine vessels, for which the old designation "corvette" has been revived, are now in commission. One of them is seen above. Details of them are given in this page.

Photo, British Official: Crown Copyright

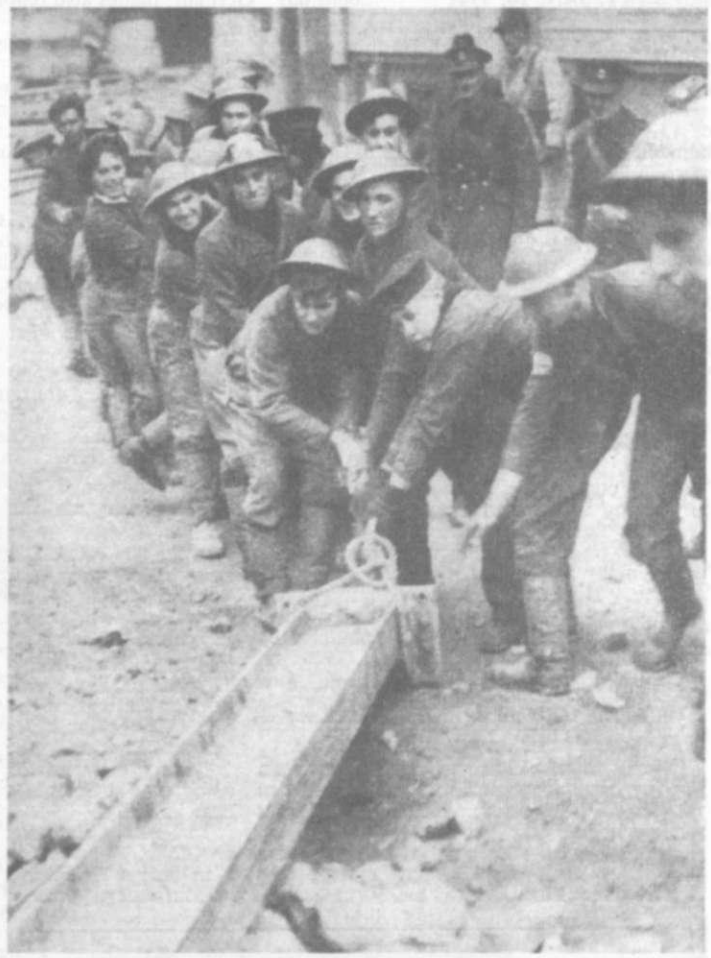
Corvettes against U-Boats

What the Admiralty terms "anti-submarine vessels of the whale-catcher type" are becoming better known under the old name "corvette." There are already a large number in commission and more are under construction, for their value as escorts of convoys is being increasingly recognized. They are more speedy than trawlers, which are also used for the same purpose, and have an excellent anti-U-boat armament. They are, moreover, thoroughly seaworthy and able to weather the severe winter conditions of the North Atlantic. Rather incongruously, all the tough little members of this class of warship are named after flowers. The crew consists of three officers besides the captain, and about 50 ratings. A number of officers recently decorated carned their awards while serving in corvettes, for their successes against U-boats are many. The old corvettes were small full-rigged ships with flush decks and one tier of guns.

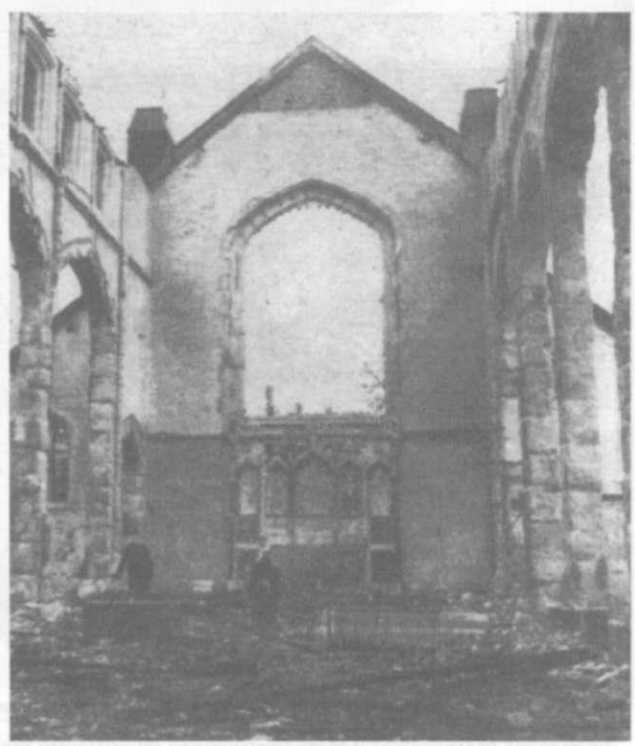
Who Should Help 'Pompey' If Not the Navy?



FRENCH SAILORS from ships of the Free French Navy lying in Portsmouth harbour were among those who helped to clear away the wreckage after the Nazi raid on "Pompey," as the sailors style Portsmouth, on the night of January 10, 1941. Here French ratings are searching for personal belongings of the former occupants.



Naval ratings, always handy men, did at Portsmouth much the same work that the Royal Engineers and Pioneer Corps did in London in clearing up the debris. Wearing steel helmets, these men dealing with a heavy girder gave a fine exhibition of "pully-hauly" to the admiration of the Army onlookers.



PORTSMOUTH felt the full weight of Nazi ruthlessness on the night of January 10, 1941, but it was saved from the worst consequences by the terrific anti-aircraft fire put up by the Royal Navy and by the fine help that the Navy gave to the A.F.S. Left, a bluejacket is still spraying smouldering ruins the day after the raid. Right are the ruins of a church, one of six destroyed on that fateful night. *Photos, Planet News, Keystone and Associated Press*

OUR DIARY OF THE WAR

TUESDAY, JAN. 14, 1941 *500th day*

War against Italy—Pause in military operations in Libya, although reconnaissance and patrol work continued. R.A.F. kept up bombing of communications.

R.A.F. attacked Benghazi during nights of 13-14 and 14-15. Harbour mole heavily bombed and large fires caused among surrounding buildings. Shipping was also attacked. Benina aerodrome was machine-gunned.

Asmara raided during night of 13-14, and Assab during that of 14-15.

Home Front—No enemy activity over Britain.

Greek War—Italians resisting stubbornly in mountains beyond Klisura. Greeks still engaged in mopping-up after retreat of enemy. Local offensive operations round Tepelini.

WEDNESDAY, JAN. 15 *501st day*

In the Air—Coastal Command aircraft carried out raid on Norwegian aerodromes, a railway bridge and a supply ship. Brest harbour was again attacked.

Naval base at Wilhelmshaven was R.A.F.'s chief night target, and extensive fires were caused. Docks at Emden, Bremerhaven, Rotterdam and Flushing were also bombed, as well as aerodromes in north-west Germany and Holland.

War against Italy—All Abyssinia now reported to be in revolt.

Six enemy raids on Malta. Block of flats in Valletta was hit and casualties resulted.

Home Front—Little activity over Britain during day, although bombs fell in west of Scotland, Midlands and Kent. At night enemy raided west Midland town, dropping high explosives. Incendiaries fell in London, but fires were quickly put out. Men's hostel demolished, with many casualties. German 'planes also reported over Liverpool and East Anglia.

Two enemy bombers shot down by R.A.F. night fighters.

Greek War—Athens reported Greek success in central sector, an important height being captured, as well as much war material. Allied air formations bombed communications round Berat.

General—Sir Gerald Campbell, H.M. High Commissioner in Canada, appointed H.M. Minister in Washington.

Naval promotions included Vice-Admiral Sir Andrew Cunningham, C.-in-C. Mediterranean Fleet, who becomes an Admiral.

Lord Wakefield died.

THURSDAY, JAN. 16 *502nd day*

On the Sea—Admiralty announced that H.M. submarine "Pandora" had sunk two enemy supply ships in central Mediterranean.

Admiralty stated that H.M. cruiser "Southampton" had become a total loss following air attack in Mediterranean on Jan. 10.

In the Air—R.A.F. heavily attacked naval base at Wilhelmshaven. Other aircraft bombed docks at Emden, Boulogne and Calais, railway junction at Ostend, and an aerodrome in occupied France.

War against Italy—Preparations round Tobruk continued without any enemy opposition. During night of 16-17 R.A.F. raided Tobruk and Derna, and aerodrome at Martiza, Rhodes.

During night of 15-16 R.A.F. attacked aerodrome at Catania, German dive-bombing base in Sicily.

Ten enemy aircraft destroyed during raid on Malta.

In Italian East Africa Caproni workshops in Mai Adaga were again attacked. Assab was also raided.

Motor transport near Berbera, British Somaliland, attacked.

Home Front—Bombs fell during day at two places in East Kent.

Another long night raid made on Bristol area, when incendiary and high explosive bombs fell on houses, shops and other premises. Bombs were also dropped at other places in west of England and at widely-separated points in south and south-east.

Greek War—Enemy counter-attacks were repulsed.

FRIDAY, JAN. 17 *503rd day*

On the Sea—Reported that two Italian troop-carrying liners had been sunk in the Adriatic.

In the Air—Coastal Command aircraft bombed and machine-gunned enemy shipping off Dutch coast, direct hits being secured on four ships.

Despite bad weather, small-scale attacks were made on docks at Brest and Cherbourg and on two aerodromes in occupied France.

War against Italy—War in Libya held up by violent sandstorm.

Home Front—During day enemy air activity was very slight. Night raids centred on Swansea, where thousands of incendiaries were followed by high explosives. Several stores, a public building, school, church, cinema and houses were hit.

Enemy bomber shot down into sea off north of Scotland.

SATURDAY, JAN. 18 *504th day*

On the Sea—Admiralty announced that H.M. trawlers "Chestnut" and "Desiree" had been sunk.

War against Italy—R.A.F. raided Tobruk during night of 17-18. Large transport yard at Assab was bombed and several direct hits registered. Bombs fell on military buildings at Hargeisa, Somaliland. Asmara again raided during night of 17-18.

Ten Junkers 87 dive-bombers brought down by British fighters and A.A. fire during enemy raids on Malta.

Home Front—During day five bombs were dropped on outskirts of London. Raider machine-gunned a train in East Anglia and several passengers were hurt. No night raids.

Long-range shelling from both sides of Straits of Dover.

Greek War—Greek forces occupied strong enemy positions, capturing 1,000 prisoners, including many officers.

General—Marshal Pétain and Laval had a meeting of reconciliation.

SUNDAY, JAN. 19 *505th day*

War against Italy—Cairo announced that Kassala, in the Sudan, had been re-occupied by British troops.

R.A.F. attacked motor transport and gun positions south-east of Tessenei in Eritrea during the night of 18–19. Massawa was twice raided on the same night, and raids were also made on Assab and Hargeisa.

Reported that British officers and N.C.O.'s are in Abyssinia training and organizing army against Italians.

At least 17 enemy aircraft brought down during raids on Malta.

Home Front—Enemy aircraft dropped bombs in South and South-east England and in the London area, but raids were nowhere on a heavy scale.

Five enemy bombers destroyed during the night, four of them by A.A. fire.

Greek War—The R.A.F. made a successful raid on Berat in Albania.

MONDAY, JAN. 20 *506th day*

On the Sea—Greeks announced destruction of an enemy submarine.

War against Italy—Cairo announced that on the Kassala front fortified positions about Sabderat and Tessenei had been occupied by our troops.

Announced from Nairobi that South African troops had captured prisoners and material in the El Yibo area on the Kenya-Abyssinia front. Neghelli, Abyssinia, was successfully bombed by the South African Air Force during night of 19-20.

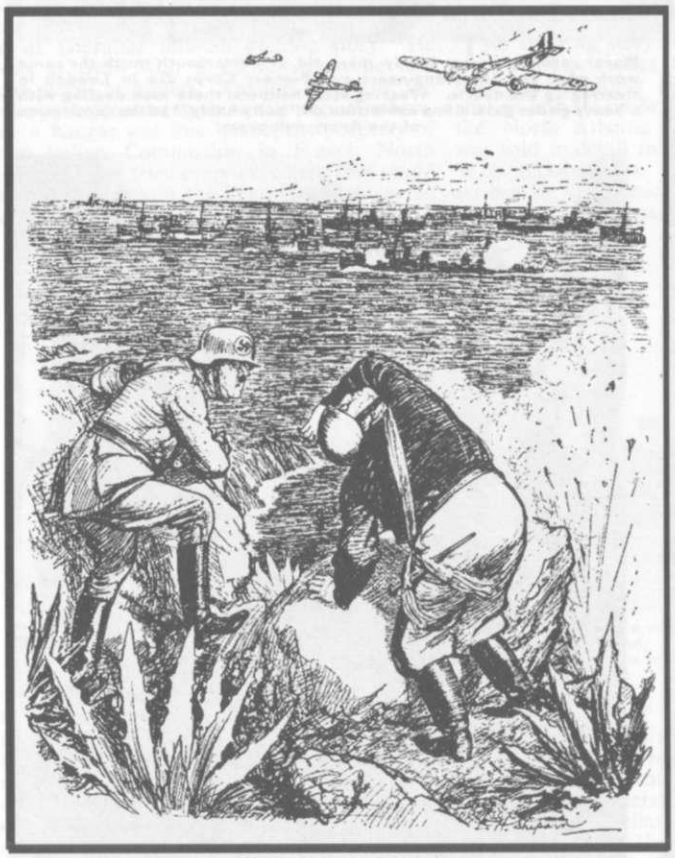
Tobruk was heavily raided by R.A.F. during night of 19-20; in spite of intense A.A. fire, direct hits were registered on the military barracks and many bombs fell on a camp.

Home Front—Little activity over Britain during day, though bombs were dropped in Norfolk, Kent, and the Home Counties; these caused only slight damage and no casualties. No night raids.

Greek War—Enemy bomber formations made attacks on the Piraeus, but did no military damage.

During night of 19-20 the R.A.F. made heavy bombing attacks on Valona.

General—Hitler and Mussolini met, supposedly at Berchtesgaden, and had "a thorough exchange of views on the situation."



TROUBLE IN SICILY

"I want you to stop calling it Mare Nostrum, and call it Unsere See."
"Need I call it either?"

From the cartoon by E. H. Shepard, by permission of the Proprietors of "Punch"